

PRESIDENT HARDING DIES INSTANTLY

Presidential Headquarters, Palace Hotel, San Francisco, Aug. 2.—President died instantly and without warning at 7:30.

Presidential Headquarters, Palace Hotel, San Francisco, Aug. 2.—Death came to the chief executive while he was conversing with members of his family and according to an official statement issued by physicians was apparently due to some brain involvement, probably apoplexy.

The end came so suddenly that the members of the party could not be called, after it had been described by Brigadier General Sawyer the president's personal physician, as the most satisfactory day the president has had since his illness began.

The first indication that a change had occurred in the condition of Mr. Harding came shortly after 7 o'clock when Mrs. Harding personally opened the door of the sick room and called to those in the corridors to "find Dr. Boone and the others quick."

At that time Mrs. Harding was understood to have been reading to the president, sitting at his bedside with the evening papers and messages of sympathy which had been received during the day.

Dr. Sawyer was alone of all the doctors in the apartment when the climax came. First he was called by Mrs. Harding who then rushed to the door leading into the hotel corridors and commanded an immediate search for other physicians.

The death of the nation's chief executive was announced in these words: "The president died instantaneously and without warning and while conversing with members of his family at 7:30 p. m. Death was apparently due to some brain involvement, probably apoplexy."

"During the day he had been free from discomfort and there was every justification for anticipating a prompt recovery."

Life Story of Warren G. Harding

From Printer to the Presidency
Washington, Aug. 2.—Here were the milestones in Warren G. Harding's life:

Born in Blooming Grove, Morrow County, Ohio, November 2, 1864.

Began career as newspaper publisher November 2, 1884.

Elected to the Ohio Senate, his first political office, November 6, 1898.

Elected Lieutenant Governor Ohio November 13, 1903.

Defeated as Republican candidate for Governor November 8, 1910.

Elected to United States Senate on November 3, 1920.

Nominated for the presidency June 12, 1920.

Elected president November 2, 1920.

Inaugurated March 4, 1921.

Died August 2, 1923.

Warren Gamaliel Harding was born on a farm just outside the village of Corsica, Morrow County, Ohio, Nov. 2, 1865, in a two-room log house built by his father, G. T. Harding.

Here he spent his early days, attending the village school and doing chores on the farm which his father maintained to round out the slender income of a country physician.

Devoted to Mother

At his mother's knee Harding learned many of the principles to which he attributed his later success. His devotion to her was unlimited and when she became an invalid he never failed to have flowers sent to her every Sunday, even though he happened to be traveling in distant cities of America, or in foreign countries.

Harding grew fast but his ambitions grew faster. At the age of 14 he was six feet tall, but he was only 12 he solemnly announced that some day he would be president of the United States.

The youngster learned rapidly. He mastered his letters in a single afternoon when he was still of the "kilt and underpants age", could memorize long poems before he was four, and was always anxious to "speak his piece" at gatherings.

Not a "Goody, Goody"

He was not of the "goody, goody" type, however. His manly qualities soon established him as a leader of his boy associates. He could swim farther and dive deeper than any of the other boys who frequented the "old swimmin' hole" in Whetstone creek, and stories are still told of his tobacco-chewing prowess.

The boy Harding never sought fight but was always ready to battle for a just cause, particularly to protect the weak from aggression.

In his 14th year "Doc" (as Harding was nicknamed—entered as of academic grade, the Ohio Central College of Iberia, Ohio. Here he received a B. S. degree, though sometimes forced to quit temporarily in order to earn sufficient money to continue the course.

This he did by doing odd painting and farm jobs, by driving a team on a railroad construction project, by working in a brickyard, and by working for short intervals in the village printing shop.

Edited College Paper

Harding achieved distinction at Iberia as a student, as editor of the college paper and as a declaimer. To the college publication he gave the motto by which he ruled his life: Semper Paratus et Excelsior—Always ready to go higher. Through this sheet he first expounded his theory of what young men should not do to succeed.

"Some young men who think themselves gifted with genius are inclined to the kangaroo style of progressing," he wrote. "They flatter themselves that they at least may attain to the heights of fame by a series of leaps and that without training and hard work."

Upon graduation in 1882 Harding went to Marion, Ohio, inclined to carry out his father's wish that the study law. But fate and music intervened. He joined the local band as an alto cornetist. To take trips with the band required money. Therefore Harding abandoned the study of law to teach school, which he felt would be more likely to bring immediate financial returns.

Gets Mrion Star

He continued as teacher for one year; then read law for a year, selling insurance to pay expenses.

Came the day when the Marion Star, a paper which had failed, was offered at Sheriff's sale for \$300. Dr. Harding bought it and presented it to his son. Thus, before he was 19, Harding became publisher and staff of a country paper.

Harding now made his first active plunge into politics, seeking no office for himself, but boosting Republican policies so strenuously that, before he was 21, he was a power in town and country councils of the party.

The young editor struggled hard to keep the Star going and succeeded until he made a trip to Republican national convention, to cheer for Blaine. The trip was expensive and when he returned he was forced to sell out.

Become a Reporter

Harding obtained a job as reporter on the Marion Mirror, his enthusiasm for success and Blaine unabated. The first might have carried him far as a reporter had not the latter been so strong. The Mirror was a Democratic sheet and pro-Blaine utterances which Harding managed to slip into it caused the loss of his position.

Harding then determined to repurchase the Marion Star. He did so in partnership with "Jack" Warwick, a newspaperman and friend. They changed the Star from an independent to a staunch Republican paper—and this in a Democratic stronghold.

With the paper as likely to be a liability as an asset on the morrow, Harding courted and won the favor of Miss Florence Kling. But Father Amos Kling could see no future for the young newspaper editor and threatened to cut his daughter off with a dollar should she marry Harding.

Married in 1891

Harding, unabashed, built a house for his bride-to-be and they were married in it, July 8, 1891. Father Kling kept his word and it was many years before he would so much as speak to his son-in-law.

The Star now started on a rapid journey to success. Much of this success was due, according to Harding, to the fact that his employees worked with him rather than for him. There was never any strike trouble at his plant; he was the personal friend of every man on the Star.

Harding took a keen interest in Marion. He boosted for it consistently and was instrumental in bringing many new enterprises to it. In many of these he took stock and became director. He was also trustee of the Baptist church, which he attended.

Elected State Senator

Meantime Harding's power in politics grew rapidly, but it was not until 1899 that he sought office. In that year he was elected state senator from the Thirteenth Senatorial District of Ohio. He was re-elected and became

Dame Rumor Has Spread Many Stories Lately

About

for Economical Transportation



Here Are The Facts

This is the season of the year when Gossip enters the automobile business. Because some companies are announcing new models a large percentage of the public is all too prone to believe that all companies are going to do likewise. Stories fly around, thick and fast.

Because of its peculiar prominence as the utmost in "economical transportation," Chevrolet has been far from immune to the twaddling tongues of those who know everyone's business.

But—

Here Are the Facts—

Chevrolet is not announcing a new model.

Chevrolet is continuing to build the famous car which has met with such rapid and continued success, such great success that dealers everywhere, naturally including Sikeston, have had no cars on their floors for many months, despite tremendously increased production on the part of all Chevrolet factories.

When the present Chevrolet was first built less than two years ago, it was the combined product of the brains of the eminent engineers of the General Motors and Chevrolet companies.

Its instantaneous success, the rapid growth in production, have proven the greatness of the work these engineers did.

Chevrolet is driven by a very large percentage of all those who own automobiles in Sikeston and elsewhere. In the hands of these owners Chevrolet, is, by its performance, daily making new friends and adding to the great esteem in which it is held.

Is it any wonder, then, that Chevrolet, with such an efficient product, should not now announce a new model?

Is it any wonder, then, that with a car that gives all-around, complete satisfaction, Chevrolet should stick to a model which has proven its solid merit?

This doesn't mean that Chevrolet is standing still.

Chevrolet engineers are always working in their research laboratories and in road tests to improve Chevrolet. And Chevrolet doesn't wait for a year to come around to add improvements. For instance, every Chevrolet car manufactured since June 1, 1923, has had the Alemitic High Pressure Lubricating System. This was installed despite the fact that the old-style grease cups were satisfying owners. But Chevrolet engineers felt the new system would be an improvement, and it's on the car.

Then the horn button, for convenience, has been switched to the center of the steering wheel. Because of the enormous demand for Chevrolets in this city, and the fact that dealer's stocks are non-existent, every car every dealers sells now has these improvements. In Sikeston every car sold comes direct from the Chevrolet St. Louis factory to the authorized dealer.

Owners know why Chevrolet is not changing models. For if there is one car that has the unanimous O. K. of those who drive it, it is Chevrolet. For driving, Chevrolet means economy, it means reliability, it means less trouble, less upkeep expense. Chevrolet stands for economical transportation.

CHEVROLET PRICES ARE STILL THE SAME

PASSENGER CARS

Superior Roadster\$510
Superior Touring\$525
Superior Utility Coupe\$600
Superior Sedan\$860

COMMERCIAL CARS

Superior Light Chassis\$425
Superior Light Delivery\$510
Superior Express Truck\$575
Chassis\$575

All above prices F. O. B.

Flint, Mich.

LOUIS C. ERDMANN Chevrolet Dealer SIKESTON, MO.

A REVIVAL OF RELIGION

We all need it! You need it! Everybody needs it! All the Baptist churches of the Charleston Association will hold an Evangelistic campaign of two weeks beginning August 19, 1923.

Get ready for the meetings! Rev. Elbert Owen will do the preaching in the Sikeston Church. He is a Gospel preacher of rare excellence and a man of charming personality. He will speak a vital message.

The feeling is abroad that we must find Christ or we are bound for chaos. The times demand a new allegiance to Jesus Christ.

S. P. Brite, Pastor

Rev. J. F. Jones left Sunday morning for Atoka, Tennessee, where he will conduct a revival meeting.

Prosperity is a great teacher; adversity a greater. Possession pampers the mind; privation trains and strengthens it.—Hazlett.

The death of President Harding came to the country as a shock, as it was believed that he was well on the road to recovery. His passing takes from us one of the most kindly and courteous gentlemen who has ever been in public life. His private life is unassailable and his public utterances and acts have been those of a big hearted man who has had the general welfare of the Nation at heart.

In the heat of a campaign many foolish and unpleasant things are said and printed, and The Standard has been guilty, but the upright life of late President was such that his soul is with his Maker, and The Standard editor trusts that he will be forgiven for political things said and printed, when the day of judgment comes.

Miss Jessie Lamberts of St. Louis, who has been visiting Mr. and Mrs. Tom Malone and Mr. and Mrs. Leroy Moore, left Saturday for Chaffee.

Mr. and Mrs. Joe Matthews, Mr. Mrs. Bill Sikes and Miss Dorothy Alexander, who have been touring in the Great Lakes region, returned to Sikeston Friday.

Sunday St. Louis newspapers now cost ten cents a copy. The high price of paper and increased cost of production has forced publishers to raise subscription rates.

Simon Loebe of the Charleston Times was a very sick man at Farmington Saturday morning caused by an acute attack of indigestion. He was too ill for any of his fellow editors to joke him about falling at the State Hospital in order to be given "medical attention" by the superintendent of the Hospital. The Standard editor called on him Sunday in Charleston and found him able to be up but feeling very badly. Heres hoping he will soon be himself again.

Georgia is alarmed at the exodus of Negro citizens to Northern states. During the last four years nearly three hundred thousand blacks have moved out. But Georgia is not agitated because she loves the black man but rather because he is ignorant, patient and cheap. Better wages for himself and school privileges for his children might influence the gentleman of color to stay where he was born, things which Georgia must guarantee to white folks before they will come in to take his place. The exodus from Georgia is only a sample of the shift to the North from all parts of the South. In the end it will be a blessing to Southern states and a source of great strife in Northern states where white men will have to compete with blacks for jobs in times of industrial depression and where, no doubt, this competition will result in outbreaks like the one in Chicago, where more negroes suffered violent deaths in one day rioting than had occurred at the hands of lynchers down South in ten years.—Paris Appeal.

SOME SCOTT COUNTY REAL ESTATE SALES

E. E. Arthur to Maggie Patterson, lot 6 block 6, lot 7 block 6 Chamber of Commerce addition Sikeston, \$460.

August Luckman to Frank Harrell, lot 13 block 43 Chffee, \$1850.

C. D. Matthews Jr. to Missouri Public Utilities Co., lot 22 block 7, lot 6 block 9, lot 14 block 15, lot 3 block 9 Chamber of Commerce addition Sikeston, \$1.

C. D. Matthews Jr. to D. B. Smith, lot 2 block 6 Chamber of Commerce addition Sikeston, \$1.

John Jenkins to Mearah Shuffit, lots 10 and 11 block 5 McCoy-Tanner 1st addition Sikeston, \$500.

A. L. Slinkard to S. S. Davis, lots 1 and 2 block 2, lot 11 block 3 Matthews addition, lots 1, 2, 3, 4, 5 and 6 block 1 Woodward addition Vanduser, \$1.

C. D. Matthews Jr. to H. C. Young, lot 10 block 7 Chamber of Commerce addition Sikeston, \$1.

C. D. Matthews Jr. to Sikeston Concrete Tile & Construction Co., lot 12 block 11, lot 4 block 7, lot 19 block 16 Chamber of Commerce addition Sikeston, \$1.

Louis Hinkle to Carrie Smith, lots 9 and 10 block 22 McCoy-Tanner 4th addition Sikeston, \$350.

M. L. Schick to Mary Smith, part of lots 8 and 9 block 33 Chaffee, \$1.

Joseph Scherer to Wash Davenport, 40 acres 15-29-14, \$1.

Alpha Jennings spent the week end in Sikeston.

Miss Vivian Jackson left Sunday for a visit in Clinton, Kentucky.

Mrs. Frank Gardner and children from near New Madrid are visiting Mrs. C. E. Richards in this city.

C. B. Roberts of Potsttown, Pa., Mrs. J. B. Roberts of Cape and Misses Edith and Mary Rose visited Mr. and Mrs. Tom Roberts Friday.

Mrs. Bettie Matthews and Miss Susanna Corrigan of Poplar Bluff returned Thursday from St. Louis, where they have been visiting Mrs. Whil Vigal.

S. B. Hardwick is home from St. Louis and Chicago, where he purchased goods for his store in this city. The opening will be some date between August 18 and 25.

Miss Adilda McCord and nephew, Joseph Henry, left for Oxford, Ind., the first of the week, where they will join R. A. McCord for a visit with friends and relatives in Fenton and Warren Counties.

Company K. of the 3rd Battalion Headquarters Co. have been ordered to report Friday at 3:45 to march down to the Methodist Church, where the memorial services of President Harding will be held.

Mrs. C. L. Essory was operated on last week for appendicitis at the Lucy Brinkley hospital at Memphis. Mrs. Essory and Helen returned Sunday and report him recovering nicely.

Miss Catherine Short of Sedalia, who has been the guest of Miss Catherine Blanton, returned to her home Monday morning. The editor's family were very proud to have this wholesome young woman as a guest.

Mrs. T. B. Dudley entertained Thursday with a dinner party in honor of the birthday of Mrs. J. W. Baker Sr. Those present were: Mrs. Laura Smith, Mrs. Frank Sikes, Mrs. Si Harris, Mrs. O. E. Kendall, Mrs. Jno. E. Marshall, Mrs. Mollie Long, Mrs. J. A. Miley, Mrs. A. J. Matthews and Mrs. Nannie Tanner.

Thursday night Misses Mary and Catherine Blanton entertained their fellow members of the "Sigma Toots" with a slumber-less party. Those who enjoyed this affair were: Misses Catherine Short of Sedalia, Lillian Kendall, Virginia Matthews, Mary Ethel Prow, Addie Dover, Helen Welsh, Francoise Black, Mildred and Melvin Bowman and Clara Lindley.

The case of W. H. Marr vs Farmers Supply Co. at Sikeston is still on the Scott County Court docket, where it was placed for the August term, 1919. W. H. Marr ordered a gallon of oil, and charges that the Farmers Supply Co. sent him naphtha instead. When his wife poured some in the stove on kindling there was an explosion and she was burned about the face, neck, shoulders, arms, hands and body, causing her to lose the use of her arms for a long time, impairing her hearing, disfiguring her permanently. Mr. Marr was deprived of the use of his wives services about the house. She was confined to her bed for five or six months. The amount of damage sought is \$7,500.—Benton Democrat.

S. E. MO. PRESS ASS'N MET AT FARMINGTON

The editor and Mrs. Blanton had the pleasure of a ride with Editor Denman of The Herald and Miss Ruth Denman to Farmington, last Thursday afternoon, where the Southeast Missouri Press Association held their annual meeting on Friday and Saturday. A light sprinkle in the forenoon and the sun obscured by the clouds in the afternoon made the weather conditions ideal for the trip. The road followed was to Cape Girardeau, Jackson, Oak Ridge, Patton, Fredericktown to Farmington, and with the exception of one or two places the road was good, in fact, much better than by way of Ste. Genevieve.

Friday morning rain fell in torrents at Farmington and all through the hill country which kept many editors from arriving for the meeting. As it was a very small number were present in the forenoon and no business was transacted. Just shop talk and getting better acquainted with each other. Soon in the afternoon a considerable number had reached the city and the meeting opened with President Harry Denman of the Farmington News in the chair, and Mrs. C. L. Blanton of the Sikeston Standard as recording secretary. Owing to the absence of some on the printed program other subjects were discussed much to the pleasure and profit of those present.

The meeting was held in the splendid auditorium of the new Masonic Temple and all comforts arranged for by the Chamber of Commerce of that city. In the evening of Friday the members were guests of the Chamber of Commerce and the good women of the city at the St. Francois Country Club where a feast fit for the king was spread and a program of music and talks given that was very pleasing and instructive.

Saturday forenoon business was rushed in order to accept an invitation from the Superintendent of Hospital No. 4, Dr. Parker, to visit the Hospital and take lunch.

The place for the next annual meeting was left to a committee of three who recommended that the editors hold their next meeting on board a steamer bound from St. Louis to Keokuk, Iowa and return some date in August, 1924, after the primary election was held. This plan was taken from the Southern Illinois editors who recently returned from a very pleasant excursion. All editors can secure transportation from their homes to St. Louis and return and the expense of the trip from Saturday afternoon to Tuesday noon following including stateroom, meals and passage will be \$12. It is believed this trip will bring out the number required, one hundred, and give the wives of the editors a much needed change from home.

The election of officers was called up and C. L. Blanton of the Sikeston Standard was chosen president. W. E. Arthur of Crystal City, vice-president, Simon Loebe of Charleston Times, secretary and treasurer, and Ed P. Crowe, Dexter Statesman, corresponding secretary. The new officers, assisted by Frank Easton of the Graham Paper Co., St. Louis, and G. F. Richards of Barnhardt Bros. & Spindler, St. Louis, will arrange for the excursion next year and a program that should bring out sufficient editors and their wives to the limit of the steamer. If, by any circumstances that might arise, the excursion will have to be abandoned, then the Association will accept the invitation of Dexter and meet in that city.

Suitable resolutions on the death of President Harding, and other timely subjects, were passed and will be printed in the Friday issue of The Standard.

Ed P. Crowe of Dexter was in Sikeston Monday.

Word has been received of the marriage of Miss Eva Jones to Mr. Edmond De Vane of Plant City, August 2nd. Miss Jones is well known in this city and The Standard joins her many friends in wishing her a long and happy married life.

The State Hospital at Farmington is a wonderfully kept institution. These poor unfortunates are fortunate to have such a clean, orderly and humane place to be kept while their ills are looked after by the specialist in nervous disorders. Superintendenta Parker and his able assistants are working wonders with those under their care and all Southeast Missouri should be proud of this institution as now conducted.

SKESTON STANDARD

C. L. BLANTON, EDITOR

ISSUED TUESDAY AND FRIDAY
AT SKESTON, MISSOURIEntered at the Postoffice at Skeston,
Scott County, Missouri, as second-
class mail matter, according to act
of Congress.Rates:
Display advertising, per single column
inch, net25c
Reading notices, per line10c
Financial Statements for banks \$6.00
Probate notices, minimum\$5.00
Yearly subscription anywhere in Scott
and adjoining counties\$1.50
Yearly subscription elsewhere in the
United States\$2.00

In company with Messrs. T. A. Wilson and Lehman and Foster the editor of The Standard visited many fields of cotton in Scott and Mississippi Counties Sunday afternoon and must say that it was a pleasure to note the splendid prospect for a bountiful crop of this staple in every section visited. T. A. Wilson has several varieties in the 400 acres he is interested in and it is pronounced second to none in Scott County and T. thought it the best anywhere in the Southeast Missouri until we arrived at the farm of Charles French, 9 miles from Charleston in the Big Lake section. The field visited contained 85 acres, part of it Wannamaker and part of it Trice. The Wannamaker was very growthy and when T. stepped into the field he threw up his hands and said, "I'm beat, but I have the best in Scott County." Some of this field was more than 5 ft. 8 in. in height, was thick on the ground and heavily fruited. It may seem unbelievable but the squares counted on one stalk run between 285 and 300. It is not likely that all of these bolls will set, but bolls already set and fast maturing show that this field will make a record yield. Across on Big Island Mr. French has 210 acres of Trice that he thinks will produce a larger crop. It is worth the time of any man to visit this farm and see this splendid crop as it now stands.

Our heart goes out to our friend and neighbor, G. B. Greer, in his sorrow and worry over the serious illness of his sweetheart and companion of many years. Through life they have passed through pathways strewn with roses of happiness, have entered the shades of worries together and in later life when they could enjoy their lifelong toil in the smiles of their children and grandchildren, comes sickness to cloud their later-day happiness. All other troubles and worries of the past pales into insignificance when a man can but set by and render no aid to the soul of his loved one which may take flight at any time. May the good Lord give comfort to this household in their hour of stress.

While in Farmington S. B. Loebe, wife and daughter, C. H. Denman and daughter, and C. L. Blanton and wife were entertained right royally at the home of Mr. and Mrs. Harry Denman, for dinner on Friday. Harry Denman has the usual country editor's family—large, and he has prepared them a home that is spacious and pleasant, and his splendidly equipped newspaper has so prospered that the numerous young Denmans will never miss a meal.

THE ISLAND CITY
OF THE NORTH

Stockholm, Sweden.—More than a thousand miles north of Boston, about 4000 miles east of New York and 150 miles nearer the North Pole than Sitka, Alaska, lies city of islands. It is founded on granite, ground smooth by the glaciers when all Northern Europe was covered with ice, and the rocks upon which it is built are divided by mighty rivers. It has sixty miles of islands between it and one of the greatest salt seas of the world, and behind it is a fresh water lake whose islands by actual count number 1630. The islands in front extend on to the Baltic and they run north and south and eastward to inland, the peninsula which forms the newest and most northerly republic of Europe. In addition, the city has peninsulas bathed by salt water and fresh, making a mass of picturesque scenery created by God and improved by man that has its counterpart nowhere else in the world.

This island city has been given the overworked title, "The Venice of the North." The same name has been tacked on Amsterdam, Bangkok, Siam and Soochow in China, and upon every other municipality that has a dozen or more dinky waterways in it. The city I write of has no river less wide than the Grand Canal at Venice and the streams that roll around it and through it are so broad and so deep that steamers plow their course to its heart. The name of this city is Stockholm, Sweden.

Venice stands on a marsh, Amsterdam rests upon piles which sinking have made its houses lean backward and forward as though they were drunk. Bangkok, made up of the windings of the Menam, has houses which float, and the same is true also of Petrograd which, owing to the lack of care of the Bolshevik Government, is fast sinking back into the morass out of which it rose at the command of Peter the Great. There is no question about the foundation of Stockholm. Its granite base dates back 9000 years to when the great ice sheet melted and left these rocks bare. Therefore the buildings are massive. Those near the water are so heavy they could not exist in any of the half-floating cities here mentioned. The Place of the King is a huge structure of granite. It covers more than three acres, surrounding a court nearly square in its shape. Completed sixteen years before we declared our independence of England, it is reached from the main land by a bridge of seven huge arches of granite, under which deep water flows.

On another island, a pistol shot away, are the houses of Parliament which cost several million dollars. Passing island after island we find one on which is a new City Hall with a high tower surmounted by a Greek temple of copper ending in a great ball of gold, which hangs like a full moon in the sky. Above this golden ball, on a golden staff, stands the three golden crowns that form the coat of arms of the nation.

The City Hall is still building, and when completed it will have cost over \$10,000,000. It is a massive structure of red brick with a roof of bright copper, here and there turned green by the weather. The copper is laid on in plates, each of which represents the patriotic spirit of the citizens.

During the war, when taxes rose and the price of copper went to the skies, the City Council decided that the red metal roof must be abandoned on account of the cost. Thereupon the Stockholmers began to subscribe. Individual after individual put hands pocket and brought out \$6 to buy one of these copper shingles, as we might call the plates which cover the building. Nobody was allowed to give more than one plate, but thousands subscribed, and thus the building was roofed. As a testimonial of appreciation the name of each donor is engraved on the plate paid for by him.

It was in the motor launch of the United States Minister, with the American flag flying at the stern, that I plowed my way through this city of islands. Suppose you sit down beside me and we shall make part of the journey over again. The launch is what is called an Outside Archipelago boat. This means that it is big enough and strong enough to travel the seas, and that one could, if he would, venture across the Baltic to Finland. The launch is about 40 feet long, 10 or more feet in width with a gasoline engine not far from the center. It uses its 60-cent gasoline without a carburetor, and in turn in run by a Swedish engineer.

We start at the Grand Hotel Royal, an immense building facing the quay, and go upstream past the palace. We pass a dozen little steamers in from the Baltic, and under the arches of the granite of the bridge to the island of Staden, just grazing the boat of a fisherman who, by means of a windlass, is casting a net 10 feet in diameter into the water. Scores of men like him may be seen fishing here at any hour of the day. On the night we can see the Royal Opera House where last night we heard Battistini, the successor of Caruso, in "Rigoletto," and beyond is the King's Garden, the chief winter promenade of the capital. Still farther on are the foreign offices, banks and other large structures, while in the rear along narrow streets is the business section with its many stores filled with fine goods.

As we move onward, we go by island after island, each rising from its smooth rock of granite. On some, factories are located, on others warehouses and great lumber yards. On other the military academy, or West one we see the city prison and on another of Sweden, which here faces the water as does our great school on the Hudson. There are private schools on the same island with an athletic ground facing the water, where two-score blue-eyed and light-haired children are playing. We stop and photograph the girls in their "ring-around-the-rosey" and snap the boys who are running back and forth in association football. The children look and act the same as our school children at home, but they are much more polite. Every boy raises his cap when we leave, and as we chug away from the wharf they give us a hearty class yell of rah! rah!! rah!!!

But the real interest in Stockholm is as the capital of Sweden, a country that is older than any other state in Europe. It has been a kingdom for about 1200 years, and it still has a King. The government today is a constitutional monarchy with a Riksdag, or Congress of two chambers. The first has 150 members who are elected by certain town and county councils for terms of eight years, and the second is of 230 members, chosen in general election every four years. Women have the right to vote and there are some in the Riksdag.

Sweden is one of the big countries of Europe. It is not quite equal to France or Germany, and it is small in comparison with Russia, but it is about 300 miles wide and almost as long as from Cleveland to New Orleans. It is about half as large as Great Britain and Ireland and if you could cut it into patches and lay it on the United States, it would cover Pennsylvania, Ohio, Virginia, and New York. It has about as many people as Belgium and more than twice as many as Switzerland.

The latitude of Sweden corresponds largely with that of Alaska. Our "Ice-box of the North" goes farther south, but Sweden reaches also into the lands of the Midnight Sun and there is one town, Lulea, from where the railroad starts on its way to Narvik in Norway, which has a summer day twenty-three hours in length.

And still Sweden supports just about 6,000,000 people, who live better than most of the inhabitants of Europe. They have comfortable homes. The houses of the cities are much like those of the United States, and those of the country are frame cottages, which compare favorably with the homes on our farms. The people are famous for their health and longevity. They have more births than deaths and the population is increasing as fast as that of any country of Europe. According to statistics, the Scandinavians live longer, on the average, than any other people of the world. They are a big people. They look like giants compared

with the French and the Belgians and the sawed-off inhabitants of the Balkans and some parts of Poland. As I have already written, they are one of the oldest races and they have the fairest hair, the bluest eyes, the longest skulls and the best lungs of any race on the face of the earth.

The Swedes are a people of culture. The University of Uppsala was founded before Columbus discovered our hemisphere and it has 2500 students today. There are all sorts of schools and academies and a common school education is compulsory. The people of illiteracy is far less than in the United States and you may travel for days and not find a man or child who cannot read and write.

The women are well educated and they have made their mark in literature. Selma Lagerlof is one of the brightest of the women writers of today. One of her stories has been translated into twelve languages, and her fairy story, "The Wonderful Adventures of Nils," which describes the journey of a Swedish boy turned into a pigmy on the back of a wild goose over Sweden, ranks with those of Grimm and Hans Christian Anderson. It is now used as a text book of reading and geography in the primary schools. Miss Lagerlof has been awarded the Nobel Prize for literature, being the only woman among the eighteen immortals who has ever been elected to the Swedish Academy. She is still writing.

The Swedes are a good business people. They know how to make money and save it, although, like us Americans, they are always trying to get something for nothing and often-times fail. They are good farmers and they have been manufacturers and traders since long before the days of the Hanseatic League. About half of the population are farmers, and the other half are engaged in manufacturing and in buying and selling. They have very extensive home industries and there are farm villages whose people make tens of thousands of kroner a year by manufacturing baskets, laces and carvings of one kind or another in their houses. Just now, there is a revival of rural industrial art and all kinds of handiwork is taught in the schools. They have one system of education which gives sixty-eight exercises in carpentry for boys from 10 to 14, and they teach weaving, working in iron, and all kinds of embroidery and needle work. There are more workmen in the industries of the country districts than there are in those of the cities and towns.

As to the big industries, the country has a number of manufacturing centers such as Gothenberg and Eskilstuna, where they have been carrying on manufactures for generations. Eskilstuna is the Sheffield of Sweden. It is famous for its knives, razors and locks and has been making them for a hundred and fifty years.

Sweden has glass factories and porcelain factories famous all over the world. There is a match factory at Jonkoping which started making matches about the time we were fighting the Mexican war and is still working; it has now one machine that produces 40,000 boxes of matches an hour. That town is at the head of the match-making industry of the world.

The country makes Diesel engines and ballbearings, and it is rapidly going into electro-chemicals, increasing its output of the latter product by millions of kroner a year. It makes powder, dynamite and munitions and all sorts of woodwork as well as wood pulp and paper. It is one of the great timber countries of the world and ships logs and boards to all parts of North Europe.

A page of this newspaper might be devoted to the work Sweden has done in her manufacture of fine iron and steel. She has some of the purest ore of the world and the ore still available is said to be more than eleven hundred million tons, which should yield about three-quarters of a billion tons of metallic iron. Some of her ore grades more than 80 per cent and she has great beds of new deposits in the north which are far above the ore values of the best of our iron about Lake Superior. The Swedes have been making iron since the days of the Crusaders and in the eighteenth century they were supplying four-fifths of all the metal used by mankind. At that time the ore came from Central Sweden and it ran 50 or 60 per cent pure. The veins were from 15 to 36 feet in thickness and as a rule about 700 feet long. The are mining iron in the same region today and it will be long before the ore is exhausted. The smelting was done with charcoal. Today Sweden makes 92 per cent of all the high-grade iron of Europe.

The most important Swedish ore of the future, however, will come from the new mines under the North Pole. Away up above the Arctic Circle in Lapland, they have found beds of iron like those we have about Lake Superior, where the ore is dug out with giant steam shovels. There is one place where it lies on the top of

a mountain. The ore block is more than a hundred yards wide and three miles in length and it runs down under a lake. The percentage of iron in this ore is even higher than that of Central Sweden, much of it running 70 per cent pure. About two years ago they had already taken more than 30,000,000 tons out of some of these mines, and the total deposits are said to equal more than a billion tons.

The railway the Swedes have built to export this iron is farthest north of any on earth. It runs from the port of Lulea, at the head of the Gulf of Bothnia, a long arm of the Baltic, across the Scandanavian Peninsula to Narvik in Norway where, owing to the influence of the ocean currents, the water is open all the year round, although it is farther north than the Arctic coast of Alaska. This road is 300 miles long and one-half of it has been electrified. The part which is now run by electricity goes from the iron mines to the Atlantic and in time the electrification will be extended to the Baltic. The power comes from the Porjus Falls which serve also the iron mines, and they are so great that they can electrify the whole road with plenty to spare. The Porjus plant is one of the giant hydraulic rail stations of the world. It has an 80,000-volt transmission line and it can develop 50,000 horsepower for the greater part of the year. There are other water falls nearby which will yield 180,000 horse-power, and the Lulea River alone, it is said, can develop more than 300,000 turbine horse-power.

Sweden has practically no black coal worth while, but its white coal in energy-producing value is equal to 67,500,000 tons per annum, estimating that it takes ten tons on fuel to produce one horse-power running all the year round. This alone is equal to over one-tenth the annual product of our coal mines. Sweden has available water-powers which approximate 7,000,000 horse-power, of which more than 1,000,000 horse-power belongs to the state. The country is undergoing an extensive hydro-electric development, and plans have been made for its gradual electrification. The southern part, which includes most of the farms, is covered with transmission lines which give power and light to most of the people. The development is now being extended throughout Central Sweden, and later it will go on to the settlements throughout the north.

There are few countries so blessed in water-power as Sweden. The country consists of a plane sloping from the Norwegian plateau down to the Baltic, with streams running across it like the ribs of a leaf. These rivers roll over rocks and can be made to yield water power every few miles. There are tens of thousands of lakes and ponds which serve as basins and the streams can be easily dammed. In South Sweden the biggest power plant is the Trollhattan, which uses the falls of the Gota Alv River which forms the outlet of Lake Wennern. There

are three falls in which the river drops 106 feet and the power production is constant. The Motala River, the outlet of Lake Wettern, also furnishes a great deal of power and there are hundreds of other water-powers throughout the country.—Frank G. Carpenter.

Mr. Steckle made a report of his find to the Smithsonian Institute and has been requested to discontinue any digging in that locality until the authorities could make a thorough investigation.



Low Excursion Fare
It will pay you to go to the MISSOURI STATE FAIR

Sedalia, August 18-25, 1923

The educational exhibits will help solve your problems!

You will see Missouri's best live stock, poultry and products!

Mammoth exhibits! Elaborate entertainment!

Low excursion fares granted by the

MISSOURI PACIFIC

in effect from August 17 to August 25, 1923.

The Missouri Pacific Way Will Please!

C. L. STONE, Passenger Traffic Manager
Missouri Pacific Railroad Co., St. Louis, Mo.



Buick for 1924!

Buick again creates a new standard of car comfort, safety, utility and beauty. And Buick again establishes a new dollar for dollar value for quality motor cars.

BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation
Pioneer Builders of Value-in-Head Motor Cars Branches in All Principal Cities—Dealers Everywhere

Taylor Implement and Automobile Co.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

Buick Models and Prices

SIXES

Five Passenger Touring..	\$1295
Two Passenger Roadster..	1275
Five Passenger Sedan...	2095
Five Passenger Double Service Sedan.....	1695
Seven Passenger Touring	1565
Seven Passenger Sedan..	2285
Brougham Sedan.....	2235
Four Passenger Coupe...	1995
Three Passenger Sport Roadster.....	1675
Four Passenger Sport Touring.....	1725

FOURS

Five Passenger Touring..	\$ 965
Two Passenger Roadster..	935
Five Passenger Sedan...	1495
Four Passenger Coupe...	1395

Prices f. o. b. Buick Factories; government tax to be added. Disc Wheel optional, \$25.00 net additional charge.

Made for each other

Victor records are made for the Victrola, and the Victrola is made to reproduce Victor records. Only through this combination will you obtain what the artist intended you to have when he approved his record, as played on the Victrola.

Come in and find out how much pleasure music can give you. We will gladly play your favorite music for you.

We will put this machine in your home for

\$6.00 per month

Derris, the Druggist



NOTICE

BEGINNING AUGUST 11, 1923

**Sellard's Meat Market
Andres' Meat Markets**

upon closing each Saturday evening

Will Remain Closed Until the Following Monday Morning

Schorle Brothers Bakery

Will Close at 9 A. M. Sunday Morning
and Remain Closed the Rest of the Day

BY ORDER OF

Business Men's League of Sikeston

POLICY OF HIGHWAY COMMISSION IN REGARD TO REFUND TO COUNTIES

It is obvious that under the Centennial Road Law and with the present amount of revenue available the State Highway Commission cannot complete at a very early date the state road system. In anticipation of such a condition, the Centennial Road Law provides for cooperation of the counties and road districts with the State. The State in hastening the completion of a state road system, the State Highway Commission adopts the following policy:

Section 33 of the Centennial Road Law provides that where hard surfaced roads, financed in part or in whole by counties or other civil subdivisions, are on the routes of the state highway system, and are suitable in the judgment of the Commission to form a part of such state highway system as established by said law, the Commission will take over such roads and will reimburse said counties or civil subdivisions for the expenditure they have made by building additional roads in said counties or districts connecting with the state system. The value of the roads will be appraised as of January 1, 1923, or date of the acceptance of the road thereafter and an amount proportional to the money invested by the county or civil subdivision in the improvement will be set up as a credit on the books of the State Highway Commission and will so remain until a refund in the form of additional roads has been made to such counties or other civil subdivisions equal to the credit for the aforesaid hard surfaced roads, after the present state bond issue system in the respective counties or civil subdivisions is completed.

Therefore, any county or civil subdivision which has built all or any part of its state roads under former laws is entitled to refund in additional roads. Provided, that such road or roads, in the opinion of the State Highway Commission are suitable to be used as a part of the state road system.

The preliminary estimates of the State Highway Department for the apportionment of bond issue funds to the various counties of the State have been made on the basis of the estimated cost of building the roads in the various counties and for types of roads which the State Highway Commission intends to build on the respective routes, disregarding the type of road that has been built by the county or district. Any county or civil subdivision that has built all or any part of its state roads, which can in the judgment of the Commission be utilized as part of the state road system will receive allotments from the sale of state road bonds the same as if such roads had not been built. Therefore any county or civil subdivision that has built all or any portion of its state roads will have its state road system completed at an earlier date than those counties or districts that have not improved any of the state roads and will be entitled to a refund in additional roads connecting with the present state system at an earlier date.

Section 34 of the Centennial Road Law provides that any county or other civil subdivision having funds of its own arising from a road tax or bond issue may expend said funds in the building of the state road system within said county or other civil subdivision. Therefore, any county or civil subdivision that wishes to build all or a portion of its state primary roads, under the Centennial Road Law, in advance of the Highway Commission's building program, is entitled to requisition state primary money as rapidly as the same is made available from the sale of state road bonds and to the full amount of the cost of building such roads.

Any county or civil subdivision that wishes to improve all or any portion of its state secondary system, under the Centennial Road Law, in advance of the Highway Commission's building program, is entitled to requisition the allotment made to such counties from the sale of state road bonds. The amount of refund to any county or civil subdivision for the work it may do on secondary roads is limited at this time, by the State Highway Commission, to \$6,000 per mile, on account of the limited funds made available under the Centennial Road Law.

All work done by counties or civil subdivisions in the building of primary or secondary roads for the State under the Centennial Road Law must be under the supervision of the State Highway Commission in full compliance with its plans and specifications and in accordance with the program of the said State Highway Commission in its building of the state system. The location of the proposed improvement and the type of pavement must first be submitted to

the Commission for its approval.

In no case will a refund in cash or in additional roads be made for an amount greater than the cost of a road of the type which the State Highway Commission would build. The Commission also reserves the right to specify the installments of bonds from which a cash refund to the county will be made, such action depending upon the importance of the section of the road selected by the county or civil subdivision for improvement bears to the state highway system as a whole.

Accordingly, any county or civil subdivision that wishes to have a state road, whether primary or secondary, built under the Centennial Road Law, at an earlier date than is possible for the State Highway Commission so to do, because of the limited funds that become available each year from the sale of state road bonds, should get in communication with the State Highway Commission so that complete arrangements may be made concerning the desired construction and future refund.

Mo. State Highway Commission
B. H. Piepmeyer,
Chief Engineer

Standard \$1.50 per year.

Miss Pauline Graham returned Thursday from Boulder, Colorado, where she has been attending school.

The Sikeston base ball team was defeated Saturday at Bloomfield by a score of 3-2. On Sunday they met their second defeat by a score of 2-0.

Mrs. Arthur Hawkins and children and Mrs. Menzo Sauer and children of St. Louis, who have been visiting Mrs. James Wilbur and Mrs. Sterling Jones, returned to their home Monday.

Mr. and Mrs. John Fisher, Mr. and Mrs. Loomis Mayfield, Mr. and Mrs. Randol Wilson and Mr. and Mrs. James Mabee returned Friday from Doniphan, where they spent the week camping.

Paying cash is always good policy, especially so when you take a very small job to a mechanic and stick around until it is finished. Very often he will lose his nerve and make no charge at all or else let you off for a dime. If you leave the work and order it charged to your account you probably will pay three or four times as much, as you should, for having the nerve to make a man keep books on so trivial a matter.



Low Round Trip Fares to Summer Vacationlands

Spend your summer vacation either at the Northern Lakes, the Atlantic Coast Resorts or in the Mountains of the West; round-trip tickets at very low fares are now on sale.

Let me tell you what your railroad and sleeping car tickets will cost; make reservations, and otherwise assist in relieving you of the many details incident to the trip.

W. T. MALONE
Ticket Agent, Frisco Lines
SIKESTON, MO.

Miss Lillian Clark, Cleveland, O., has been appointed by the National Bureau of Naturalization to conduct an educational campaign teaching emigrants how to become American citizens.

The Missouri Public Utilities Company has just recently received a big car load of nice long Cedar poles treated with creosote, which they say will help to increase their lives.

These poles are to be used in replacing the old poles now used in the distribution system of Sikeston. The work of rebuilding the system is to begin immediately.

A new and revised train service over the Frisco, between St. Louis and Memphis, Tenn., and Chaffee, and between St. Louis and Chaffee. According to reports, which seem to be based on actual knowledge, it is planned to run the passenger train that now stops at Hayti daily from Memphis on to Chaffee, making this the terminal for that train. Also it is the intention of the Frisco management to restore the daily train, known as the Chaffee Accommodation, to service, with its terminal here. In addition to this it is intended to make 805 and 806 through fast trains between St. Louis and Memphis, cutting a lot of stops they now make, and thus shortening the time considerably.—Chaffee Signal.

Standard \$1.50 per year.

According to the Postal Guide Mrs. Ellen M. Bolles of Lumberton, N. M., is the oldest woman postmaster in the United States. She is 75 years of age, but still stays up for the late trains so that patrons may have their mail early in the morning.

Appointed to act as "big sister" to the unfortunate women who, for varied reasons, find themselves in the toils of the law, Mrs. Theresa Meikle has been named as Assistant District Attorney in San Francisco. Mrs. Meikle has the distinction of being the first woman to serve as prosecutor in a San Francisco police court.

ALBRITTON & FARRIS

Furniture, Undertaking &
Floral Co.

J. B. ALBRITTON
Embalmer

Open Day or Night
Flowers for all Occasions

Day phone 17
Night phones 111 or 518

NEW MADRID COUNTY REAL ESTATE SALES

J. W. Hager and wife to H. H. Hancock, all of Eldorado, Illinois, lot 40 range "A" in the city of Lilbourn, \$850.

H. W. Medler and wife of White Co., Ark., to William Oliver of New Madrid County, lots 5 and 6 in block 6 town of Tallapoosa, \$150.

Frank Moore and wife to Lawrence W. and Bernice M. Smyser, all of Mt. Vernon, Ill., lot 2 of the SW 1-2 of NE 1-4 of Section 9, Twp. 20, Range 11, 19.17 acres, \$100.

Mrs. Ella Graffie of Bexar County, Texas, to Geo. V. Montague of New Madrid, lots in the City of New Madrid, \$100 and other valuable consideration.

H. G. Humphreys to F. O. Porter of New Madrid County, lot 5 in block 1 town of Risco, \$350.

T. A. Porter to F. O. Porter of Risco, lot 7 in block 1 in Risco, \$400.

F. O. Porter to J. S. Frazier, lots 10 and 11 block 8 Himmelberger-Harrison's 1st addition to Risco, \$100.

Himmelberger-Harrison Lbr. Co. to M. L. Hogg of St. Louis, S 1-2 of SW 1-2 of NE 1-4 of Section 9, Twp. 20, Range 11, 19.17 acres, \$1198.13.

F. B. Gale and wife and G. B. Lucy of Parma to W. H. Bolton of New Madrid County, East 1-2 of lot 3 in block 6 City of Parma, \$250.

Himmelberger-Harrison Lbr. Co. to Mrs. G. O. Sittner of New Madrid Co., lot 2 block 11 in Himmelberger-Harrison Lbr. Co.'s 2nd addition to Risco, \$50.

C. E. Lindsey and wife to G. M. and Emma Sanders of New Madrid Co., lots 10, 11 and 12 block 35, Cooper's addition to Parma, \$1000.

Leslie Fred Humes and Miss Della Beck, both of Sikeston, were married at the courthouse Thursday by Justice

of the Peace D. A. Chiles of Matthews, Frank Deane and brother W. H. Deane, and Misses Willa, Marie, Alice and Frankie Deane of Matthews spent Friday in New Madrid.

R. J. Miller of Postageville was transacting business at the county capital Friday.

Mrs. T. H. Davidson of St. Louis arrived last week for a visit with Mr. and Mrs. C. L. Jones.

Mrs. T. F. Henry returned home Thursday from a visit to friends in Natchez, Miss., and to her father, J. C. Smith and brother, W. S. Smith, at Vidalia, La. She was accompanied home by her father for a visit.

Mrs. Mary Hamilton returned home Friday from a visit to relatives in different cities in Indiana.

W. S. Way of Sikeston was looking after business matters in New Madrid several days last week.

Mrs. Ambrose Kerr and little daughters, Iren, Mildred and Hazel, returned home Thursday from a visit to relatives and friends in Golconda, Ill. She was accompanied home by Mr. and Mrs. Rawleigh Anderson and two children and Mr. and Mrs. Ray Brashier and Ralph Anderson.

Mrs. Alex C. Waters and A. C. Jr., enroute to her home in Sikeston, was the guest of Mr. and Mrs. W. S. Waters of this city last Friday.

City Marshall L. A. Richards returned the latter part of the week from Denver, Colorado. His wife and son will return later.

Mr. and Mrs. John A. Hummel left last week for their annual trip to Denver and other points in Colorado.

Mrs. E. F. Sharp and daughters, Misses Laura Libba, Selma and twins Mabel and Cora of Marston, visited friends in New Madrid Friday. Miss Helen Sharp, who has been a house guest at the home of Mrs. E. E. Reeves, returned with them.

Mr. and Mrs. Charley Meyer were business visitors in Cairo Wednesday. Mrs. A. E. Sample returned Friday

from a visit to relatives in St. Louis. Coroner D. A. Chiles of Matthews made a business trip to New Madrid Thursday.

Merchant S. Manheimer left Saturday night on a business trip to St. Louis.

Lester Hobbs spent the week end in Jackson.

Mrs. W. D. Guest and daughter are visiting in Cape.

Dr. McClure, who has been on his vacation, returned Sunday.

Pearman Hinkle has begun work with the Sikeston Mercantile Co.

The ground was broken Monday morning for the new negro school.

Mr. and Mrs. Joe Bowman and Miss Melvin Bowman left Monday for St. Louis.

Mrs. Lena Long and daughter of Indianapolis, Indiana, are the guests of Mr. and Mrs. C. I. Noble.

Mrs. Estelle DeCant and Carroll Meyer left Sunday for St. Louis to buy their fall lot of clothes.

Mrs. Amos Buchanan, Miss Camille Hill of Matthews and Miss Ellen Hayden were Benton visitors Friday.

Miss Euline Fenwick from Perryville is the guest of Mrs. Chas. Lindley and other friends in Sikeston.

Mr. and Mrs. Tom Adams and children of Plant City, Florida, are the guests of Mr. and Mrs. J. D. Peal.

Mr. and Mrs. Peal Clark of Plant City, Florida, arrived Monday for a visit with Mr. and Mrs. J. D. Peal.

Caruthers Anthony arrived Saturday from Fredricktown to visit his brother, Dr. W. A. Anthony, and family.

Mrs. Paul Young, who has been visiting Mrs. Steve Humphrey, left Saturday for her home in Gordonville, Mo.

Mrs. L. D. Searles of South Bend, Indiana, who has been visiting Mrs. Louis Ferrell, left Monday for Marion, Ill.

Miss Catherine Short of Sedalia who has been visiting Miss Catherine Blanton returned to her home Monday morning.

Miss Daisy Garden, Mrs. Ben Welter and Miss Walpole left Sunday for St. Louis, where they will buy their fall lot of millinery.

Scott County Abstract Co. BENTON - MISSOURI

Compiles Abstracts of Title to Lands
and Town Lots in This County

W. H. STUBBLEFIELD, President
H. D. RODGERS, Vice President
HAROLD STUBBLEFIELD, Secretary-Treasurer
Farm loans, long time, low interest rate. Correspondence invited.

COLE FURNITURE CO.

FOR

Furniture Stoves and Ranges

ON EASY PAYMENTS

**Don't Forget We Trade New for Old
Also Pay Cash for Old**

Cole Furniture Co.

Phone 150 Sikeston, Mo.

Western Newspaper Union ADVERTISING SERVICE

Ready-to-Set Ads — Ready-to-Use Cuts

For August Is Here

Come and pick out the ads and cuts you want to use in your advertising for the month and we will lay them aside for you, or if you prefer Phone 137 and we will be glad to bring the new issue to you for inspection.

There are a lot of dandy cuts and ideas—and of course it will be first come, first choice, so make it as soon as you can.

The Twice-a-Week Standard

Miss Anita Winchester, Messrs. Ned Tanner, Alfred Tanner of Colton, Calif., Neil Gilbert and Lewis Emory Baker attended a dance in Wycliffe, Ky., Thursday.

DR. H. E. REUBER
Osteopathic Physician
257-258 McCoy Tanner Building
Telephone 132
SIKESTON, MO.

DR. V. D. HUNTER
Osteopath
Trust Company Building
Sikeston, Mo.

HARRY C. BLANTON
Attorney-at-Law
Sikeston, Mo.
Rooms 210-12
Scott Co. Milling Co. Bldg.
Phones: Office 473 Res. 509

RALPH E. BAILEY
Lawyer
McCoy & Tanner Building
Sikeston, Mo.

GRESHAM & MONTGOMERY
Attorneys-at-Law
Trust Company Building
Sikeston, Mo.

B. F. BLANTON
Dentist
Sikeston, Mo.
Office: Dr. Smith's Rooms

C. W. LIMBAUGH
Dentist
Dr. Harrelson's office
McCoy-Tanner Building
Sikeston, Mo.

W. A. ANTHONY
Dentist
Sikeston, Mo.
Phone 530
Office: Scott County Milling Co. Bldg.

C. A. WARD
Agt. MET. LIFE INS. CO.
for monthly Income Ins.
SIKESTON, MO.

DR. C. T. OLD
Veterinary Surgeon
Sikeston, Mo.
Office: J. A. Matthews Wagon Yard
Phone 114, Night, 221

L. B. ADAMS
Veterinarian
Sikeston, Mo.

Office: At Residence, 903 N. Kings-highway.
Office and residence 444.

CHIROPRACTIC
LEO H. SCHNURBUSCH
Chiropractor
209-211 Scott County Mfg. Co. Bldg.
Hours 2-5 & 7-8 p. m.
Sikeston, Mo.

YOU CAN GET WELL THRU
Chiropractic Adjustments

DR. T. C. MCCLURE
Physician and Surgeon
Rooms 216-217
Scott County Milling Co. Bldg.
Phone 244
Sikeston, Mo.

WALTER HIERS WORKS TWO DAYS AS SODA CLERK

Star Has Hard Time Getting Experience for Comedy Role in "Sixty Cents an Hour."

A search for practical experience for use before a motion picture camera led Walter Hiers, star in Paramount pictures, into some new and unexplored fields of excitement.

In his new comedy, "Sixty Cents an Hour," which will be the feature at the Malone Theatre next Friday, Mr. Hiers performs the duties of a soda fountain clerk. But he had no knowledge of how to mix drinks, which was necessary to the success of the role. At Director Joseph Henaberry's suggestion, Mr. Hiers decided to work behind a real fountain for a few days and acquire a little technical experience.

He managed to persuade the owner of a soda fountain near his home to "give him a job." He was fitted out in a suit of white linen and shown the receptacle in which each flavoring extract would be found.

Mr. Hiers' first attempt to "jerk sodas was ludicrous. Some of his fancy sundaes resembled Chinese chop suey in appearance, and almost in taste. Economy with his flavoring extracts caused his first few drinks to taste exactly like carbon water.

But the real climax of the day came when Mrs. Hiers, Walter's newly wed wife, returning from down town, decided to stop at the corner drug store and have a soda, since she had been through a busy shopping afternoon. Walter had failed to explain to her that he was to seek a little experience so she was surprised and shocked to find her husband, a motion picture star, working as a soda clerk. In his confusion, Mr. Hiers accidentally pressed too hard on the water faucet and thoroughly wet everybody and everything in that end of the store.

AUGUST 24 IS BOOSTER DATE AT STATE FAIR

Greater Missouri Day Program to Be Staged by the Missouri Association—Carl J. Baer to Speak.

On Greater Missouri Day, Friday, August 24, one of the special days of the Missouri State Fair, to be held at Sedalia, August 18 to 25, the Missouri Association will put on a Missouri booster program to "sell Missouri to the 300,000 to 350,000 Missourians that will be present at the exposition.

Carl J. Baer, manager of the service bureau of the St. Louis Chamber of Commerce and chairman of the education and membership campaign of the Missouri Association, will be the principal speaker of the day. He will outline the organization, the plans, the purposes and the scope of work of the Missouri Association.

Headquarters for the association will be established on one of the best locations on the grounds.

J. W. Myers was in Oran Saturday.

WHITE CITY TO SHELTER 20,000 FAIR VISITORS

Motorists Will Find 80-acre Camping Ground for Their Convenience at State Exposition.

White City, an 80-acre tent metropolis with a capacity of 20,000 persons will spring up on the fair grounds at Sedalia during the week of the Missouri State Fair, August 18 to 25, to shelter the great throng that will motor to the exposition.

The temporary inhabitants of this city will miss none of their home conveniences. Electric lights, hot and cold water, every kind of sanitary arrangement, refrigerator and check stand arrangements, police protection and mail delivery will be at their disposal, all free. There will also be a grocery store with free delivery service and a filling station in the city.

Half of the city will be occupied by tents to be rented at small rates, and the other half will be divided into plots to be assigned free of charge to those who bring their own camping equipment.

Miss Helen Harbin spent the week end in Gideon.

Mr. and Mrs. Tom Roberts spent Sunday in Cape.

Harry Blanton left Saturday for Detroit, Michigan.

Sidney Schillig of Gideon was a Sikeston visitor Sunday.

Miss Madeline Richards is home from a visit with New Madrid friends.

Mr. and Mrs. Joe Reddick and Mr. Arnold Reddick motored to Perryville Saturday.

Dr. A. L. Stepp left Sunday for Rochester, Minnesota, to see the Mayo Brothers.

Mr. and Mrs. T. B. Russell and Mr. and Mrs. W. A. Hinchey left Friday for Arcadia.

H. B. Newman, manager of the Missouri Public Utilities Co., was in Sikeston Monday.

Mrs. Margaret Kappus of New Harmon, Indiana, passed through Sikeston Saturday.

Miss Kathryn Butler spent the week end in Cape Girardeau the guest of Miss Eloise Emory.

Mr. and Mrs. C. C. White and Mr. and Mrs. Albert Shields visited in New Madrid Sunday.

Dr. C. C. Presnell and family of Louis spent the week end with Dr. E. W. Presnell and family.

Parker Adams left Sunday for Jackson, Mississippi, where he will join Donald Davis.

Miss Era Dunlap, who has been visiting Mr. and Mrs. F. F. Young returned to St. Louis Sunday.

Through an error in taking items over the phone The Standard in its Friday issue, stated that Mr. and Mrs. John Simler entertained Mr. and Mrs. Chas. Dover. It should have read Mr. and Mrs. Chas. Noble.

MONTHLY REVIEW OF GEN- ERAL BUSINESS CONDITIONS

Reports relative to general business conditions in this district during the past thirty days again reflect considerable irregularity, but on the whole activities were maintained at a pace about equal to that of the similar period immediately preceding with any change in the status being in the direction of slight improvement. As contrasted with last year, business in virtually all lines was distinctly better, especially in point of unfilled orders in books of merchants and manufacturers. Stocks in all positions are in healthy condition, and somewhat more emphasis was noted in the recent policy of both wholesalers and retailers to hold commitments within conservative limits. Manufacturers, save in rare instances, are not making up stocks for which they have not received orders, and their purchasing of raw materials is along extremely conservative lines.

Retail distribution was greatly stimulated by the arrival of hot weather and midyear special sales, response to the latter having been almost universally satisfactory. Summer apparel of all sorts has moved in heavy volume, and purchasing of vacation supplies, seasonal sporting goods, and merchandise for household consumption was considerably larger than during the corresponding period last year. Another large factor in accelerating retail trade has been the large number of price reductions. These reductions have not been general in any one line, but affect scattering articles in a number of classifications. In order to keep their organizations intact, many manufacturers have made concession in prices of their products, which in turn have been passed along to the public by retail establishments.

A general comment with reporting wholesale and jobbing interests is upon the growth of competition during the past two or three months. More intensive effort in the way of salesmanship and service is required to obtain business than was the case earlier in the year. The general trend of finished merchandise is in the direction of easier prices, and there were a number of specific price reductions, applying to important items in textile, iron and steel, grocery and other classifications. Goods are more plentiful and in most lines production has made further progress in catching up with consumption.

While there were some fluctuations in the number of persons employed during the period under review, voluntary idleness continues at a minimum. Temporary closing down of mines and smelters in the lead and zinc fields released a large number of workers, but many of these were absorbed by farms, where wheat harvesting and threshing have been in progress. A feature of the employment situation is the urgent call for common labor, particularly on farm and road building work. From many sections of the South come complaints of a scarcity of farm help, which is ascribed in large measure to the exodus of negro laborers to Northern industrial centers. In several of the larger cities temporary idleness has resulted from strikes and internecine troubles among unions in the building industry. Increased employment is reported by public utility companies, meat packing, retail stores and refrigerating and produce commission interests. Less than the usual seasonal defections from ranks of laborers in the iron and steel plants during the first weeks of July were reported.

More seasonable weather was beneficial to growing crops, and as a whole prospects underwent an improvement during the past six weeks. Belated cultivation was made possible by drying out of fields, and reports from all sections of the district indicate that farmers have made the best possible use of the opportunity to accomplish necessary work. Optimism which the outlook for enlarged yields might have engendered, however, was dispelled in a large measure by the sharp decline in wheat values. The movement of this product was considerably under the corresponding period last year, and where possible farmers are holding their grain for a more favorable market.

The present level of wheat prices is the lowest since the outbreak of the war in 1914. Corn, on the other hand, advanced to a new high record for the year, No. 2 cash corn selling in the St. Louis market at 89c per bushel on July 14, against 86c on June 14, and 64 1-2c on July 15, 1922. Hog prices are still depressed, though showing some recovery from the recent low price. Cotton was lower during the period under review, middling declining from 29c to 27 1-2c per pound in the St. Louis market. The demand for spot cotton was described as dull, and centering in grades which have been to a large extent exhausted.

Traffic of the railroads operating in this district continues to exceed all previous performance for this season. Total loading for all roads of the

country during the week of June 30 was 1,021,000 cars, the largest aggregate on record, and making an average for six weeks of nearly 1,000,000 cars. Increases were reported in the farm products, lumber and coal classifications, while merchandise and miscellaneous freight about held their own as compared with the preceding thirty days. Despite the enormous movement of freight, further improvement in the car situation is noted, indicating increased operating efficiency. The St. Louis Terminal Railway Association, which includes in its membership 26 roads operating thru this gateway, interchanged 187,035 loads in June, which compares with 207,094 loads in May and 167,610 loads in June, 1922. During the first 9 days of July 51,472 loads were interchanged, against 57,713 loads for the corresponding period in June and 44,704 loads in July, 1922. T sharp gain in passenger traffic was made, amounting to 13 per cent for reporting roads in this district.

The recent hot spell had a tendency to emphasize dullness in the coal market. Household are purchasing sparingly, dealers reporting less than the average storage in cellars for this season. Continued declines in prices have caused steam users to hold off filling their requirements in the hope of obtaining further concessions later on. A further reduction in production in the Illinois and Arkansas fields took place, and Kentucky producers complain of a dull market for their output. Stocks of bituminous coal in the hands of commercial consumers in the country as a whole are approximately 42,000,000 tons, and with production holding up to 10,500,000 tons per week, little apprehension is felt relative to supplies for the fall and winter. Production of soft coal in the United States during the first 149 working days of 1923, or to July 7, totaled 282,035,000 tons, which compares with 191,528,000 tons during the corresponding period last year and 207,196,000 tons in 1921.

June production of automobiles for the country as a whole, while still considerably in excess of the same month of 1922, showed a slight decrease under the record total of May. The output of passenger cars by manufacturers reporting direct to or thru the Automobile Chamber of Commerce was 337,048 in June against 350,073 in May. Production of trucks in June totaled 39,945 against 42,373 in May. Reports of 230 dealers scattered through the district indicate a

satisfactory business during the final week of June and opening weeks of July. Their sales were 8.4 per cent larger than during the preceding thirty days and 15 per cent in excess of the corresponding period of 1922. Country dealers report heavy replacement sales, and a fair volume of buying by new owners. The call at the moment centers principally in standard cars, and medium and low priced makes. Business in used cars is dull, but the number on the market is less than a year ago, and the buying-in value of secondhand vehicles of approximately 20 per cent less than at this time in 1922. Business in accessories has about kept pace with sales of new cars, but recent price cuts by a number of tire manufacturers has had a tendency to disturb that market, and dealers are purchasing on a hand-to-mouth basis.

Reports relative to collections indicate a very "spotted" situation. Efficiency in the wheat belt is notably under that of other sections of the district. Wholesalers in the large centers report that they are getting their money promptly, especially from the South. In the tobacco areas further payments to growers by the cooperative associations have resulted in satisfactory liquidation of debts. Answers to questionnaires addressed to 400 representative interests in all lines throughout the district show the following results: 1 per cent excellent, 42 per cent good, 54 per cent fair and 3 per cent poor.

Commercial failures in the Eighth Federal Reserve District during June, according to Dun's, numbered 68, involving liabilities of \$2,450,239 against 63 defaults with liabilities of \$760,293 in May and 125 failures with indebtedness of \$1,525,233 in June, 1922. The per capita circulation of the United States on July 1 was \$42.51, against \$42.34 on June 1 and \$39.86 on July 1, 1922.

Paul Slinkard spent the week end in Sikeston.

Dr. and Mrs. V. D. Hunter and family expect to leave Monday for Litchfield, Kentucky, where they will make their home.

Miss Virginia Matthews has as dinner guests at the Hotel Marshall Friday Misses Francoise Black, Helen Welsh, Mary Ethel Prow, Mildred and Melvyn Bowman, Mary and Catherine Blanton, Catherine Short of Sedalia, Honora Bailey, Lillian Kendall, Addie Dover and Clara Lindley.

THE I. W. W. AND THE FARMERS

From the Milwaukee Sentinel.

Now that he has been elected United States Senator by the farmers, Magnus Johnson of Minnesota announces that he will work to bring the farmer, the laborer and the business man together. This is a laudable enterprise. As far as the labor element is concerned, Mr. Johnson will do well to start work at once. The laborers in the agricultural states threaten to revolt against the farmers. The I. W. W. has decided that it is a good time to call a strike of harvest hands. The reds have been busy organizing the farm workers in the Dakotas, Montana and Minnesota, and while Magnus Johnson is touring his state declaiming against the "oppressors" of the downtrodden farmer the farm hands have been listening to I. W. W. denunciations of the farmer as an oppressor of labor. "We have no sympathy with the farmer," says the I. W. W. secretary at Minneapolis. "He is one of the property class. He hires men as cheap as he can and drives them at top speed." So the stage is set for a strike against the farmers. A wage scale of \$5 a day will be demanded and the I. W. W. boast that they have organized 80 per cent of the farmers' employees. The "wobblies" always combine politics with agitation, and if the strike is called it will be for the ostensible purpose of demanding freedom for "political prisoners." There is a splendid opportunity for Mr. Johnson to bring the farmer and the laborer together. Magnus thinks he is radical, but he is a hateful reactionary in the eyes of the real radicals.

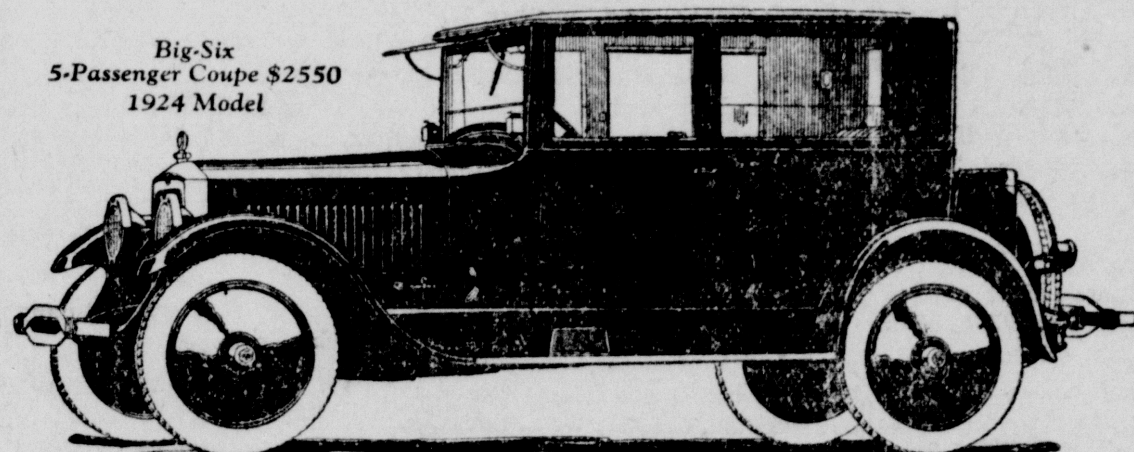
Charlie Blanton was in Poplar Bluff on business Friday.

Misses Francoise and Hilman Black entertained Friday evening complimentary to Miss Irene Pehling of Poplar Bluff.

Mrs. C. D. Matthews, Mrs. Alfred Sikes, Miss Virginia Matthews, Miss Helen Harbin spent Thursday in Cape Girardeau.

Mrs. G. L. Dover and children of New York, who have been visiting Mr. and Mrs. J. E. Dover and family, left Saturday.

Mr. and Mrs. A. Sellards, Miss Effie Sellards, Mrs. John Reiss and daughters Lillian and Audrey left Friday for a few weeks visit in Doe Run, Mo.



**1924 Models Are the Finest
Big-Sixes Studebaker Ever Built**

The enthusiasm with which the new 1924 model Studebaker cars have been received locally is an indication of the reception they have enjoyed throughout the country.

No wonder. They are emphatically the most compelling values Studebaker ever offered and the public knows that Studebaker has been a consistent leader, year after year, in the amount of intrinsic value per dollar invested.

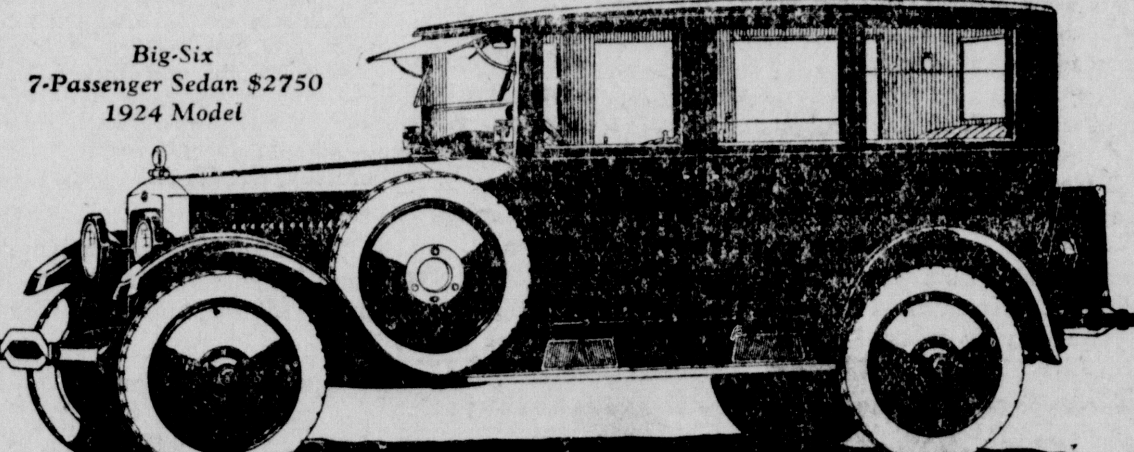
The Big-Six Sedan and the Coupe are the finest cars that have ever borne the name Studebaker. They provide all the performance, all the comfort, and all the dependability that any car will give—at a price that smaller producers cannot approach.

Everything for which one can wish in motoring convenience, comfort and utility has been provided—even to the extra disc wheel with tire, tube and tire cover (two on Sedan); handsome nickel-plated bumpers, front and rear; large, roomy trunk; automatic gasoline signal, and many other features. There is nothing more to buy.

The prices of the Sedan and Coupe are moderate because of Studebaker's large production, vast physical and financial resources, the manufacture of all vital parts in Studebaker plants, and the accumulation of experience and prestige gained through 71 years of building quality vehicles.

1924 MODELS AND PRICES—f.o.b. factory		
LIGHT-SIX 5-Pass., 112" W. B., 40 H. P.	SPECIAL-SIX 5-Pass., 118" W. B., 50 H. P.	BIG-SIX 7-Pass., 126" W. B., 60 H. P.
Touring.....\$995	Touring.....\$1350	Touring.....\$1750
Roadster (3-Pass.).....975	Roadster (2-Pass.).....1325	Sportster (5-Pass.).....1635
Coupe-Roadster (2-Pass.).....1225	Coupe (5-Pass.).....1975	Coupe (5-Pass.).....2550
Sedan.....1550	Sedan.....2035	Sedan.....2750

Terms to Meet Your Convenience



**Big-Six
7-Passenger Sedan \$2750
1924 Model**

Phone
192

H. C. YOUNG

Phone
395

THIS IS A STUDEBAKER YEAR

POWER & COMFORT



"I WISH WE HAD A CAR"

As the various members of our families have observed the continued pleasure that our more fortunate friends and neighbors have gained from the ownership and use of an automobile--the contribution that a car has made to their health, happiness and contentment, how often have we heard the wish expressed above. And how hopefully have we looked forward to the day when we could have an automobile of our own. It seemed though that it was to be a day in the dim hazy future--an all but impossible attainment.

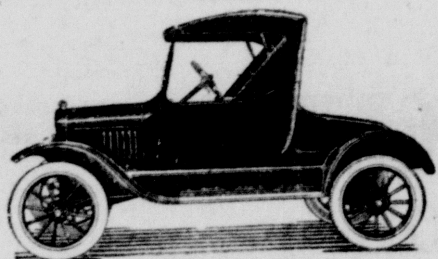
IT IS DIFFERENT NOW

The time has come when the ownership of a new Ford automobile, the Universal Car, is now within the almost immediate reach of every family. Since the construction of his first automobile, it has been the ambition of Henry Ford to build a car for the multitude. The problem was to provide a plan whereby the family of modest means could procure a car without hardship, and that problem has been solved through the medium of the

Ford Weekly Purchase Plan

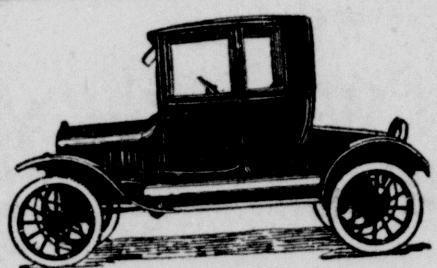
YOU CAN HAVE YOUR CAR IN TWENTY WEEKS

By this plan you can select your Ford car from us, choosing the style of car you desire, make a small down payment, set aside a small amount each week as shown by the schedule printed below and in twenty short weeks drive the car away.



FORD RUNABOUT

Two-passenger. May be purchased either with or without Ford Starting and Lighting System, and with or without Demountable Rims.



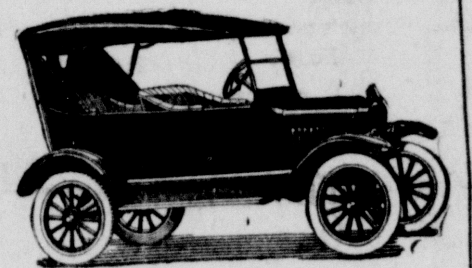
FORD COUPE

Two-passenger standard equipment includes Ford Starting and Lighting System, Demountable Rims, Non-Skid tires all around, extra rim and tire carrier.

Here is a schedule of prices and the payments required. Car is delivered to you after twenty deposits:

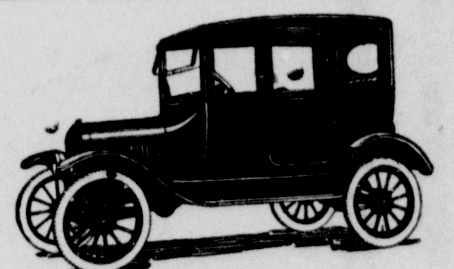
	Delivered Price	Weekly Deposit
RUNABOUT without starter	\$326.26	\$5.10
RUNABOUT with starter	399.06	5.70
RUNABOUT with starter and dem.	425.06	6.20
TOURING without starter	356.42	5.55
TOURING with starter	429.22	6.10
TOURING with starter and dem.	455.22	6.60
COUPE	597.70	9.00
SEDAN — two-door	665.30	10.00
SEDAN — four-door	800.50	13.00

Above prices include price of car, freight, government tax, necessary oil and grease and a full tank of gasoline.



FORD TOURING CAR

Five-passenger. May be purchased either with or without Ford Starting and Lighting System, and with or without Demountable Rims.



FORD SEDAN

Two-door Five-Passenger. Standard equipment includes Ford Starting and Lighting System, Demountable Rims, Non-Skid tires all around, extra rim and tire carrier.

FOUR-DOOR SEDAN

Five-Passenger. Standard equipment includes Ford Starting and Lighting System, Demountable Rims, Non-Skid tires all around, extra rim and tire carrier.

NO CHANCE TO LOSE

Every dollar deposited with us to apply on the purchase price of a new car will be deposited in any bank you may designate IN YOUR OWN NAME, until delivery of the car is made to you. If sickness should come or something unforeseen transpire which might cause you to lapse your payments, you have lost nothing. Your money is deposited to your credit subject to your order.

A FINE CHRISTMAS PRESENT

Nothing could be finer or would bring a better thrill of appreciation to every member of the

family than a handsome, new Ford automobile next Christmas morning. And if you make your initial payment now and continue the small payments each week, your car will be ready to be delivered for a family Christmas present. Or let each member of the family to help. Mother can apply a little each week from the eggs and butter. Brother can chip in with a day's work. Sister can help with a few dimes now and then. Make it a family enterprise by letting each individual enjoy the proud feeling of ownership. START TODAY, USE THE ATTACHED COUPON, AND BEFORE YOU REALIZE IT YOU WILL HAVE A CAR OF YOUR OWN. We will be pleased to furnish any further information, upon request.

STUBBS-GREER MOTOR CO. Sikeston, Missouri

Reserve for me a Ford _____ give type of car wanted
at your published price of \$ _____ including all delivery
charges. I herewith enclose the first deposit of \$ _____
and will continue weekly deposits of \$ _____ with the
understanding that car is to be delivered to me after 20 payments
are made. All money sent to you is to be deposited to my credit in
the _____
name of bank _____
SIGNED _____
Postoffice _____

Stubbs-Greer Motor Co., Sikeston, Mo.

FORD SALES PASS THE HALF MILLION MARK IN 120 DAYS

More than half a million Ford Cars and Trucks sold in 120 days.

That is the astonishing record just established by the Ford Motor Co., eclipsing all previous sales figures and emphasizing more strongly than ever the right of the Ford to the title, "The Universal Car."

From January 1 to May 1, sales of Ford Cars and Trucks in the United States reached the enormous total of 561,544, nearly twice the number sold at retail during the same period a year ago when the total was 288,782.

Even with its high production facilities, now operating on a schedule of in excess of 6,500 Cars and Trucks a day, the company is unable to keep up with the unprecedented demand.

April set a new sales record for the month, just as has every other month this year, and was the thirteenth consecutive month in which sales have been run over the 100,000 mark.

Sales during April totaled 165,582 Ford Cars and Trucks, 50,000 more than were delivered in the same month last year when 115,282 retail deliveries were made.

New production records were established by the Ford Motor Company for the week ending May 8, during which a total of 39,053 Cars and Trucks were turned out for domestic use, ac-

ording to announcement by the Ford News. This exceeds by 192 the previous high record set the week before.

Daily production records went to a new high mark Friday, May 4, when 6,590 Cars and Trucks were assembled, beating the record of 6,573 established on Tuesday, April 17th.

Fordson Tractor production for the week ending Tuesday was 2,578.

During the same week the Lincoln division of the Ford Motor Company produced 176 Lincoln Cars.

A single pair of sparrows and a nest of young ones are said to consume about 3000 insects a week.

Ski skaters have the largest hearts, while boxers have smaller hearts than the average person, recent examination of 171 sportsmen shows.

Radium will make a real diamond sparkle in the dark, while it has no effect on an imitation.

The holothurian, or sea-slug, is a snail-like creature, which can throw off its organs when frightened and replace them all within a few weeks.

English women candidates for public office have the advantage as compared with American women of being able to choose their constituencies.

Forty-nine per cent of the native white population and 62 per cent of the foreign born population of this country are below the average mentality.

COTTON-PICKING BY SUCTION

The method that has been so successful in removing dirt from walls, floors and hangings is now to be employed to gather cotton in the fields, we learn from America at Work (St. Louis). The vacuum harvester, which literally sucks the cotton-fibre from the boll, has now made good in actual operation, we are told by this paper. The editor reminds his readers that in January last he said: "No machine has been perfected for picking cotton successfully. The reason is that the cotton-boll exudes a gum which quickly clogs and disables the machines which have been produced so far." This does not apply, he now assures us, to the vacuum machine. Here is his analysis of the problem and its solution:

"First, cotton must be picked from out of the middle of something; the long white fibres must be taken out from their nest in a circle of dried sepals. Second, cotton must be taken from a variety of positions, ranging from several inches off the ground, as in some districts of South Carolina. Third, the inventor is barred from destroying the cotton plant, as the long harvesting season means not one harvesting, but three, for the bottom, middle and top crops. As the reader will guess or already knows the bottom bolls of the cotton plant mature first and must be picked while ripe.

"Up until the present time cotton-harvesters have been such a pronounced failure that any cotton-man will treat with great skepticism the announcements of a successful cotton picker. The old joke that the Republican party is indispensable to the South, because, as one Southerner said, without it they could not get the cotton crop picked, expresses the wide-spread feeling that hand-picking by negroes is the only way to get the crop in.

"With this machine, as when the negro moves slowly through the cotton field dragging a dusty sack of cotton, the human eye directs the human hand in picking the cotton. The chief difficulty with former machines was, as we have said, that the gummy exodations of the cotton-boll clogged the intricate parts of the apparatus used to pick it. Now all this is done away with very simply by arranging that the cotton shall never reach the moving parts of the machine. The machine exhibits two big sheet-steel tanks, on the inside of each of which is a cotton-sack some twelve feet long with its mouth held open. A delivery tube enters the mouth of the sack. From this delivery tube leads a flexible rubber hose, the end of which is a nozzle of a little less than one inch in diameter. A centrifugal pump exhausts the air from the tank. Now open the nozzle of the flexible rubber tube, and a powerful blast of air rushes into it. Approach the nozzle to a cotton-boll and the extremely light cotton is caught by the inrush of air and 'jerked hence' in a manner so unbelievably swift that it looks like magic. The dried leaves of the cotton-boll, being relatively heavier than the cotton and offering less of what you might call sail surface to the in-rushing wind, are left on the plant. The cotton speeds through the tubes at such a rate that if part of the tube be led through a glass vessel all you see in the glass vessel is a faint white streak. Once inside the sheet-steel tank the cotton is 'strained' out of the air current by the bag and the air passes through the pump.

The whole apparatus rides on top of a Fordson tractor, of which there are 100,000 in the South, and to which it may be attached without any modification whatsoever of the tractor. An interesting feature of the picking tubes is the attachment to the nozzle of a spring valve, so that if it drops out of the hands of the picker by accident, the air stream is automatically closed and the hose will not pick up dirt from the ground.

"In actual operation the air pump is put on only one tank at a time, admitting of the removal of the bur-lap sack from the other tank. Six pickers work at once, constituting the crew of the machine. Each picker wears a belt, to which is hung the vacuum tube of the harvester. The tube forks in the back and smaller tubes lead to two nozzles, so that the once. The air lines lie along the rows operator works with both hands at and so do not break down the cotton. When a cotton-sack on the interior of one of the tanks is full, the white cotton is seen banded up against the little window of the tank. The operator then switches the pump to the other tank and removes the full sack. The new machine speeds up the individual picker about six times, or, in other words, whereas 2,100,000 people had to work 100 days to pick the 1920 cotton crop, if the new machine attained medium distribution the same work could be done in the same time by 350,000 people.

"In actual operation in cotton fields near Wichita Falls, Texas, in 1922, the harvester picked cotton at the

rate of 80 pounds per hour per man, and the cleanliness resulting from its being sacked in the machine instead of being dragged over the ground induced cotton buyers to offer two cents more per pound for the vacuum picked cotton. At English, Arkansas, it picked cotton which had been rained and stormed on until the bolls were rotten, with the greatest ease. The estimated speed of the machine is three bales of cotton per day with six trained workmen."—Literary Digest.

Mrs. W. Ezell of Success, Arkansas, passed through Sikeston Saturday enroute to her home.

FACTS ABOUT MISSOURI

Missouri is third in small fruit acreage (1919).

Missouri is fourth in total number of purebred hogs.

Missouri stands first in walnut logs and walnut lumber.

Missouri is sixth in total number of purebred cattle.

Missouri is second in total number of farms operated by their owners.

Missouri stands third among all the states in the number of purebred Jersey cattle owners.

Missouri is seventh in rural population, a decrease of 4.1 per cent in the ten years ending with 1919.—From a

forthcoming bulletin by Jewell Mayes to be issued by the Missouri State Board of Agriculture.

Sheriff Kirkindall was in Sikeston Thursday.

In 1860 there were 5,000,000 buffalo in America, and in 1903 there were only 1,753. Now there are more than 10,000 of these animals.

Western wood pewee are the warmest blooded of our birds, the average temperature for both sexes of this species being 110.2 degrees.

At present no protection is given to the whales, and these largest of all the earth's mammals often are killed while nursing their young.

BEE ASSOCIATION TO MEET

The Missouri State Bee-Keepers Association is called to hold its annual meeting and election of officers at the State Fair in Sedalia on August 23rd and 24th.

Little Miss Catherine Byreans left Saturday for Oran.

Mrs. C. H. Swanagon of Kennett, who has been visiting here, left Saturday for Oran.

Charley Blanton of the Sikeston Standard must be awful busy with job work, for we fail to find but few of his "keen shots" in the editorial columns lately.—Charleston Times.

Get Your Tickets On The 4-AUTOMOBILES-4

JUST TRADE WITH US

Make your purchases from us and we will give you an automobile ticket with every dollar purchase or with every dollar paid on account. Why not take advantage of this offer? It costs you nothing and you may be the possessor of one of these four cars.

ONE EACH DAY			
WEDNESDAY Sept. 12	THURSDAY Sept. 13	FRIDAY Sept. 14	SATURDAY Sept. 15

ASK FOR THE TICKETS THEY ARE FREE TO YOU

At Sikeston

ANDRES MEAT MARKET.
BAKER-BOWMAN HARDWARE CO.
THE BIJOU.
I. BECKER.
BUCKNER-RAGSDALE CO.
CITIZENS STORE COMPANY.
ALF CARR.
THE CASH GROCERY.
DUDLEY'S CONFECTIONERY.
DECKER & KELLER.
DEMPSTER FURN. & UND. CO.
ENERGY COAL CO.
ELITE HAT SHOP.
FARMERS DRY GOODS & CLO. COMPANY.
FARMERS SUPPLY CO.
DAISY I. GARDEN.
S. B. HARDWICK MERC. CO.,
Bertrand and Sikeston.

H. & H. GROCERY.
HOTEL MARSHALL.
M. E. MARTIN.
THE SIKESTON HERALD.
JOHNSON & JOHNSON.
LEHMAN-FOSTER CLO. CO.
H. LAMPERT.
MCKNIGHT-KEATON GROC. CO.
PITMAN'S TAILOR SHOP.
PINNELL STORE COMPANY.
RUSSELL BROTHERS.
E. C. ROBINSON LUMBER CO.
SIKESTON MERCANTILE CO.
SCHORLE BROS. BAKING CO.
SIKESTON GROCERY COMPANY.
SELLARDS MEAT MARKET.
STUBBS-GREER MOTOR CO.
SIKESTON CLEANING CO.
SANITARY BARBER SHOP.
THE SIKESTON STANDARD.
SIKESTON ELECTRIC LAUNDRY

S. N. SHEPHERD
TAYLOR IMPLEMENT & AUTO COMPANY.
YOUNG'S LUMBER YARD.
C. H. YANSON.

The following firms give one ticket with each 50c purchase or payment on account:
DERRIS, THE DRUGGIST.
EAGLE DRUG STORE.
HESS & COMPANY.

AT CANALOU
MILLER & LANPHER.
WALTER MOORE.
P. L. McLAURIN.

AT KEWANEE
McGEE-HETLAGE CO

Watch For and Trade With the Stores Who Give You Tickets On These Automobiles.

The four Musical Lunds comprise a mixed quartette of distinguished instrumentalists who render a splendid repertoire of selections of all kinds of brass instruments and xylophones in a spectacular musical offering which is gorgeously gowned, prettily staged and ably presented under the title of "A Refined Musical Diversion."

From this introduction it can be readily surmised that this troupe of artists are accomplished musicians, and they are, not only because of the

number and variety of instruments they play, but particularly for the wonderful ability, precision and artistry that characterize their work as musicians. Patrons of vaudeville have the pleasurable enjoyment of seeing and hearing many kinds of acts, but it is safe to presume that with one or two exceptions, and then because these exceptions contained more numbers, no act of a similar nature can compare with the four Musical Lunds as regards technique of brass instruments.

ONE OF THE FREE ATTRACTIONS AT THE S. E. MISSOURI DISTRICT FAIR, SEPTEMBER 12, 13, 14, 15, 1923

S. E. Missouri District Fair

SIKESTON, MISSOURI

September 12, 13, 14, 15, 1923

Your Red Crown Guarantee

When you see a Red Crown Sign—no matter where—you may be sure that only Red Crown Gasoline flows from that particular pump.

The Standard Oil Company (Indiana) is very proud of the quality and uniformity of Red Crown Gasoline.

Red Crown has won its way against the field. The man at home uses it and the tourist demands it.

Red Crown Gasoline Everywhere and Everywhere the Same

Its starts instantly; it enables your car to get away quickly; to pick up smoothly without effort; it delivers to your rear wheels all the power your engine can develop—and tremendous speed, for Red Crown is fast gas.

Look for the Red Crown Sign.

Buy Red Crown

At the following Standard Oil Service Station:
Front and Goddard

And the following Filling Stations and Garages:

Stubbs Greer Motor Co., Kingshighway and E. Malone St.
J. W. Emery, Matthews, Mo.
Morehouse Drug Co., Morehouse, Mo.
Marshall Land Co., Blodgett, Mo.
Sikeston Oil Co., Kingshighway & Tudor St.
Alsop Garage, Matthews, Mo.
Superior Garage, Morehouse, Mo.
Walton Motor Co., Blodgett, Mo.

Standard Oil Company (Indiana)



Sikeston, Mo.

PRESIDENT HARDING DIES INSTANTLY

Presidential Headquarters, Palace Hotel, San Francisco, Aug. 2.—President died instantly and without warning at 7:30.

Presidential Headquarters, Palace Hotel, San Francisco, Aug. 2.—Death came to the chief executive while he was conversing with members of his family and according to an official statement issued by physicians was apparently due to some brain evolution, probably apoplexy.

The end came so suddenly that the members of the party could not be called, after it had been described by Brigadier General Sawyer the president's personal physician, as the most satisfactory day the president has had since his illness began.

The first indication that a change had occurred in the condition of Mr. Harding came shortly after 7 o'clock when Mrs. Harding personally opened the door of the sick room and called to those in the corridors to "find Dr. Boone and the others quick."

At that time Mrs. Harding was understood to have been reading to the president, sitting at his bedside with the evening papers and messages of sympathy which had been received during the day.

Dr. Sawyer was alone of all the doctors in the apartment when the climax came. First he was called by Mrs. Harding who then rushed to the door leading into the hotel corridors and commanded an immediate search for other physicians.

The death of the nation's chief executive was announced in these words: "The president died instantaneously and without warning and while conversing with members of his family at 7:30 p. m. Death was apparently due to some brain evolution, probably apoplexy."

"During the day he had been free from discomfort and there was every justification for anticipating a prompt recovery."

Life Story of Warren G. Harding From Printer to the Presidency

Washington, Aug. 2.—Here were the milestones in Warren G. Harding's life:

Born in Blooming Grove, Morrow County, Ohio, November 2, 1864.

Began career as newspaper publisher November 26, 1884.

Elected to the Ohio Senate, his first political office, November 6, 1898.

Elected Lieutenant Governor Ohio November 13, 1903.

Defeated as Republican candidate for Governor November 8, 1910.

Elected to United States Senate on November 3, 1920.

Nominated for the presidency June 12, 1920.

Elected president November 2, 1920.

Inaugurated March 4, 1921.

Died August 2, 1923.

Warren Gamaliel Harding was born on a farm just outside the village of Corsica, Morrow County, Ohio, Nov. 2, 1865, in a two-room log house built by his father, G. T. Harding.

Here he spent his early days, attending the village school and doing chores on the farm which his father maintained to round out the slender income of a country physician.

Devoted to Mother

At his mother's knee Harding learned many of the principles to which he attributed his later success. His devotion to her was unlimited and when she became an invalid he never failed to have flowers sent to her every Sunday, even though he happened to be traveling in distant cities of America, or in foreign countries.

Harding grew fast but his ambitions grew faster. At the age of 14 he was six feet tall, but he was only 12 he solemnly announced that some day he would be president of the United States.

The youngster learned rapidly. He mastered his letters in a single afternoon when he was still of the "kilt and underpants age," could memorize long poems before he was four, and was always anxious to "speak his piece" at gatherings.

Not a "Goody, Goody"

He was not of the "goody, goody" type, however. His manly qualities soon established him as a leader of his boy associates. He could swim farther and dive deeper than any of the other boys who frequented the "ol' swimmin' hole" in Whetstone creek, and stories are still told of his tobacco-chewing prowess.

The boy Harding never sought fight but was always ready to battle for a just cause, particularly to protect the weak from aggression.

In his 14th year "Doc" (as Harding was nicknamed—entered as of academic grade, the Ohio Central College of Iberia, Ohio. Here he received a B. S. degree, though sometimes forced to quit temporarily in order to earn sufficient money to continue the course.

This he did by doing odd painting and farm jobs, by driving a team on a railroad construction project, by working in a brickyard, and by working for short intervals in the village printing shop.

Edited College Paper

Harding achieved distinction at Iberia as a student, as editor of the college paper and as a declaimer. To the college publication he gave the motto by which he ruled his life: Semper Paratus et Excelsior—Always ready to go higher. Through this sheet he first expounded his theory of what young men should not do to succeed.

"Some young men who think themselves gifted with genius are inclined to the kangaroo style of progressing," he wrote. "They flatter themselves that they at least may attain to the heights of fame by a series of leaps and that without training and hard work."

Upon graduation in 1882 Harding went to Marion, Ohio, inclined to carry out his father's wish that he study law. But fate and music intervened. He joined the local band as an alto cornetist. To take trips with the band required money. Therefore Harding abandoned the study of law to teach school, which he felt would be more likely to bring immediate financial returns.

Gets Marion Star

He continued as teacher for one year; then read law for a year, selling insurance to pay expenses.

Came the day when the Marion Star, a paper which had failed, was offered at Sheriff's sale for \$300. Dr. Harding bought it and presented it to his son. Thus, before he was 19, Harding became publisher and staff of a country paper.

Harding now made his first active plunge into politics, seeking no office for himself, but boosting Republican policies so strenuously that, before he was 21, he was a power in town and county councils of the party.

The young editor struggled hard to keep the Star going and succeeded until he made a trip to Republican national convention, to cheer for Blaine. The trip was expensive and when he returned he was forced to sell out.

Become a Reporter

Harding obtained a job as reporter on the Marion Mirror, his enthusiasm for success and Blaine unabated. The first might have carried him far as a reporter had not the latter been so strong. The Mirror was a Democratic sheet and pro-Blaine utterances uttered which Harding managed to slip into it caused the loss of his position.

Harding then determined to repurchase the Marion Star. He did so in partnership with "Jack" Warwick, a newspaperman and friend. They changed the Star from an independent to a staunch Republican paper—and this in a Democratic stronghold. With the paper as likely to be a liability as an asset on the morrow, Harding courted and won the favor of Miss Florence Kling. But Father Amos Kling could see no future for the young newspaper editor and threatened to cut his daughter off with a dollar should she marry Harding.

Married in 1891

Harding, unabashed, built a house for his bride-to-be and they were married in it, July 8, 1891. Father Kling kept his word and it was many years before he would so much as speak to his son-in-law.

The Star now started on a rapid journey to success. Much of this success was due, according to Harding, to the fact that his employees worked with him rather than for him. There was never any strike trouble at his plant; he was the personal friend of every man on the Star.

Harding took a keen interest in Marion. He boosted for it consistently and was instrumental in bringing many new enterprises to it. In many of these he took stock and became director. He was also trustee of the Baptist church, which he attended.

Harding's home became famous for its hospitality.

Elected State Senator

Meantime Harding's power in politics grew rapidly, but it was not until 1899 that he sought office. In that year he was elected state senator from the Thirtieth Senatorial District of Ohio. He was re-elected and became

Dame Rumor Has Spread Many Stories Lately

About

for Economical Transportation



Here Are The Facts

This is the season of the year when Gossip enters the automobile business. Because some companies are announcing new models a large percentage of the public is all too prone to believe that all companies are going to do likewise. Stories fly around, thick and fast.

Because of its peculiar prominence as the utmost in "economical transportation," Chevrolet has been far from immune to the twaddling tongues of those who know everyone's business.

But—
Here Are the Facts—
Chevrolet is not announcing a new model.

Chevrolet is continuing to build the famous car which has met with such rapid and continued success, such great success that dealers everywhere, naturally including Siketon, have had no cars on their floors for many months, despite tremendously increased production on the part of all Chevrolet factories.

When the present Chevrolet was first built less than two years ago, it was the combined product of the brains of the eminent engineers of the General Motors and Chevrolet companies.

Its instantaneous success, the rapid growth in production, have proven the greatness of the work these engineers did.

Chevrolet is driven by a very large percentage of all those who own automobiles in Siketon and elsewhere. In the hands of these owners Chevrolet, is, by its performance, daily making new friends and adding to the great esteem in which it is held.

Is it any wonder, then, that Chevrolet, with such an efficient product, should not now announce a new model?

Is it any wonder, then, that with a car that gives all-around, complete satisfaction, Chevrolet should stick to a model which has proven its solid merit?

This doesn't mean that Chevrolet is standing still.

Chevrolet engineers are always working in their research laboratories and in road tests to improve Chevrolet. And Chevrolet doesn't wait for a year to come around to add improvements. For instance, every Chevrolet car manufactured since June 1, 1923, has had the Alemite High Pressure Lubricating System. This was installed despite the fact that the old-style grease cups were satisfying owners. But Chevrolet engineers felt the new system would be an improvement, and it's on the car.

Then the horn button, for convenience, has been switched to the center of the steering wheel. Because of the enormous demand for Chevrolets in this city, and the fact that dealer's stocks are non-existent, every car every dealer sells now has these improvements. In Siketon every car sold comes direct from the Chevrolet St. Louis factory to the authorized dealer.

Owners know why Chevrolet is not changing models. For if there is one car that has the unanimous O. K. of those who drive it, it is Chevrolet. For driving, Chevrolet means economy, it means reliability, it means less trouble, less upkeep expense. Chevrolet stands for economical transportation.

CHEVROLET PRICES ARE STILL THE SAME

PASSENGER CARS

Superior Roadster\$510
Superior Touring\$525
Superior Utility Coupe\$600
Superior Sedan\$860

COMMERCIAL CARS

Superior Light Chassis\$425
Superior Light Delivery\$510
Superior Express Truck
Chassis\$575

All above prices F. O. B.
Flint, Mich.

LOUIS C. ERDMANN

Chevrolet Dealer

SIKESTON, MO.

Republican leader in the senate.

His terms in the senate were followed by his election to the lieutenant governorship in 1903. In 1910 he ran for governor but was defeated.

Harding made the speech nominating William Haward Taft for president at the Republican National Convention in 1912. In 1914 he was elected U. S. Senator from Ohio, and was temporary chairman of the national convention and delivered the keynote speech.

He was generally found in opposition to the Wilson administration during his first senate session, but he became a staunch advocate of its measures in war time. After the Paris peace conference he again became a severe critic of Wilsonian policies.

Became President

Harding was nominated for the presidency on the Republican ticket June 12, 1920, at the Chicago convention, being a compromise candidate when the leaders became deadlocked. This honor came to him on his father's birthday.

He made his campaign on an anti-League of Nations platform and was elected president by overwhelming landslide which even dented the "Solid South." Nov. 2, 1920, his fifty-fifth birthday.

He took the oath of office and became the twenty-ninth president of the United States March 4, 1921.

Miss Jessie Lamberts of St. Louis, who has been visiting Mr. and Mrs. Tom Malone and Mr. and Mrs. Leroy Moore, left Saturday for Chaffee.

Mr. and Mrs. Joe Matthews, Mr. Mrs. Bill Sikes and Miss Dorothy Alexander, who have been touring in the Great Lakes region, returned to Siketon Friday.

A REVIVAL OF RELIGION

We all need it! You need it! Everybody needs it! All the Baptist churches of the Charleston Association will hold an Evangelistic campaign of two weeks beginning August 19, 1923.

Get ready for the meetings! Rev. Elbert Owen will do the preaching in the Siketon Church. He is a Gospel preacher of rare excellence and a man of charming personality. He will speak a vital message.

The feeling is abroad that we must find Christ or we are bound for chaos. The times demand a new allegiance to Jesus Christ.

S. P. Brite, Pastor

Rev. J. F. Jones left Sunday morning for Atoka, Tennessee, where he will conduct a revival meeting.

Prosperity is a great teacher; adversity a greater. Possession pampers the mind; privation trains and strengthens it.—Hazlett.

The death of President Harding came to the country as a shock, as it was believed that he was well on the road to recovery. His passing takes from us one of the most kindly and courteous gentlemen who has ever been in public life. His private life is unassailable and his public utterances and acts have been those of a big hearted man who has had the general welfare of the Nation at heart. In the heat of a campaign many foolish and unpleasant things are said and printed, and The Standard has been guilty, but the upright life of late President was such that his soul is with his Maker, and The Standard editor trusts that he will be forgiven for political things said and printed, when the day of judgment comes.

Sunday St. Louis newspapers now cost ten cents a copy. The high price of paper and increased cost of production has forced publishers to raise subscription rates.

Simon Loebe of the Charleston Times was a very sick man at Farmington Saturday morning caused by an acute attack of indigestion. He was too ill for any of his fellow editors to joke him about falling at the State Hospital in order to be given "medical attention" by the superintendent of the Hospital. The Standard editor called on him Sunday in Charleston and found him able to be up but feeling very badly. Heres hoping he will soon be himself again.

Georgia is alarmed at the exodus of Negro citizens to Northern states. During the last four years nearly three hundred thousand blacks have moved out. But Georgia is not irritated because she loves the black man but rather because he is ignorant, patient and cheap. Better wages for himself and school privileges for his children might influence the gentleman of color to stay where he was born, things which Georgia must guarantee to white folks before they will come in to take this place. The exodus from Georgia is only a sample of the shift to the North from all parts of the South. In the end it will be a blessing to Southern states and a source of great strife in Northern states where white men will have to compete with blacks for jobs in times of industrial depression and where, no doubt, this competition will result in outbreaks like the one in Chicago, where more negroes suffered violent deaths in one days rioting than had occurred at the hands of lynchers down South in ten years.—Paris Appeal.

SOME SCOTT COUNTY REAL ESTATE SALES

E. E. Arthur to Maggie Patterson, lot 6 block 6, lot 7 block 6 Chamber of Commerce addition Siketon, \$460. August Luckman to Frank Harrell, lot 13 block 43 Chaffee, \$1850.

C. D. Matthews Jr. to Missouri Public Utilities Co., lot 22 block 7, lot 6 block 9, lot 14 block 15, lot 3 block 9 Chamber of Commerce addition Siketon, \$1.

C. D. Matthews Jr. to D. B. Smith, lot 2 block 6 Chamber of Commerce addition Siketon, \$1.

John Jenkins to Mearah Shuffitt, lots 10 and 11 block 5 McCoy-Tanner 1st addition Siketon, \$500.

A. L. Slinkard to S. S. Davis, lots 1 and 2 block 2, lot 11 block 3 Matthews addition, lots 1, 2, 3, 4, 5 and 6 block 1 Woodward addition Vanduser, \$1.

C. D. Matthews Jr. to H. C. Young, lot 10 block 7 Chamber of Commerce addition Siketon, \$1.

C. D. Matthews Jr. to Siketon Concrete Tile & Construction Co., lot 12 block 11, lot 4 block 7, lot 19 block 16 Chamber of Commerce addition Siketon, \$1.

Louis Hinkle to Carrie Smith, lots 3 and 10 block 22 McCoy-Tanner 4th addition Siketon, \$350.

M. L. Schick to Mary Smith, part of lots 8 and 9 block 33 Chaffee, \$1. Joseph Scherer to Wash Davenport, 40 acres 15-29-14, \$1.

Alpha Jennings spent the week end in Siketon.

Miss Vivian Jackson left Sunday for a visit in Clinton, Kentucky.

Mrs. Frank Gardner and children from near New Madrid are visiting from Mrs. C. E. Richards in this city.

C. B. Roberts of Pottstown, Pa., Mrs. J. B. Roberts of Cape and Misses Edith and Mary Rose visited Mr. and Mrs. Tom Roberts Friday.

Mrs. Bettie Matthews and Miss Susanna Corrigan of Poplar Bluff returned Thursday from St. Louis, where they have been visiting Mrs. Will Wigal.

S. B. Hardwick is home from St. Louis and Chicago, where he purchased goods for his store in this city. The opening will be some date between August 18 and 25.

Miss Adilda McCord and nephew, Joseph Henry, left for Oxford, Ind., the first of the week, where they will join R. A. McCord for a visit with friends and relatives in Fenton and Warren Counties.

Company K, of the 3rd Battalion Headquarters Co. have been ordered to report Friday at 3:45 to march down to the Methodist Church, where the memorial services of President Harding will be held.

Mrs. C. L. Essory was operated on last week for appendicitis at the Lucy Binkley hospital at Memphis. Mrs. Essory and Helen returned Sunday and report him recovering nicely.

Miss Catherine Short of Sedalia, who has been the guest of Miss Catherine Blanton, returned to her home Monday morning. The editor's family were very proud to have this wholesome young woman as a guest.

Mrs. T. B. Dudley entertained Thursday with a dinner party in honor of the birthday of Mrs. J. W. Baker Sr. Those present were: Mrs. Laura Smith, Mrs. Frank Sikes, Mrs. Si Harris, Mrs. O. E. Kendall, Mrs. Jno. E. Marshall, Mrs. Mollie Long, Mrs. J. A. Miley, Mrs. A. J. Matthews and Mrs. Nannie Tanner.

Thursday night Misses Mary and Catherine Blanton entertained their fellow members of the "Sigma Toots" with a slumber-less party. Those who enjoyed this affair were: Misses Catherine Short of Sedalia, Lillian Kendall, Virginia Matthews, Mary Ethel Prow, Addie Dover, Helen Welsh, Françoise Black, Mildred and Melvin Bowman and Clara Lindley.

The case of W. H. Marr vs Farmers Supply Co. at Siketon is still on the Scott County Court docket, where it was placed for the August term, 1919. W. H. Marr ordered a gallon of oil, and charges that the Farmers Supply Co. sent him naphtha instead. When his wife poured some in the stove on kindling there was an explosion and she was burned about the face, neck, shoulders, arms, hands and body, causing her to lose the use of her arms for a long time, impairing her hearing, disfiguring her permanently. Mr. Marr was deprived of the use of his wife's services about the house. She was confined to her bed for five or six months. The amount of damage sought is \$7,500.—Benton Democrat.

S. E. MO. PRESS ASS'N MET AT FARMINGTON

The editor and Mrs. Blanton had the pleasure of a ride with Editor Denman of The Herald and Miss Ruth Denman to Farmington, last Thursday afternoon, where the Southeast Missouri Press Association held their annual meeting on Friday and Saturday. A light sprinkle in the forenoon and the sun obscured by the clouds in the afternoon made the weather conditions ideal for the trip. The road followed was to Cape Girardeau, Jackson, Oak Ridge, Patton, Fredericktown to Farmington, and with the exception of one or two places the road was good, in fact, much better than by way of Ste. Genevieve.

Friday morning rain fell in torrents at Farmington and all through the hill country which kept many editors from arriving for the meeting. As it was a very small number were present in the forenoon and no business was transacted. Just shop talk and getting better acquainted with each other. Soon in the afternoon a considerable number had reached the city and the meeting opened with President Harry Denman of the Farmington News in the chair, and Mrs. C. L. Blanton of the Siketon Standard as recording secretary. Owing to the absence of some on the printed program other subjects were discussed much to the pleasure and profit of those present.

The meeting was held in the splendid auditorium of the new Masonic Temple and all comforts arranged for by the Chamber of Commerce of that city. In the evening of Friday the members were guests of the Chamber of Commerce and the good women of the city at the St. Francois Country Club where a feast fit for the king was spread and a program of music and talks given that was very pleasing and instructive.

Saturday forenoon business was rushed in order to accept an invitation from the Superintendent of Hospital No. 4, Dr. Parker, to visit the Hospital and take lunch.

The place for the next annual meeting was left to a committee of three who recommended that the editors hold their next meeting on board a steamer bound from St. Louis to Keokuk, Iowa and return some date in August, 1924, after the primary election was held. This plan was taken from the Southern Illinois editors who recently returned from a very pleasant excursion. All editors can secure transportation from their homes to St. Louis and return and the expense of the trip from Saturday afternoon to Tuesday noon following including stateroom, meals and passage will be \$12. It is believed this trip will bring out the number required, one hundred, and give the wives of the editors a much needed change from home.

The election of officers was called up and C. L. Blanton of the Siketon Standard was chosen president. W. E. Arthur of Crystal City, vice-president, Simon Loebe of Charleston Times, secretary and treasurer, and Ed P. Crowe, Dexter Statesman, corresponding secretary. The new officers, assisted by Frank Easton of the Graham Paper Co., St. Louis, and G. F. Richards of Barnhart Bros. & Spindler, St. Louis, will arrange for the excursion next year and a program that should bring out sufficient editors and their wives to the limit of the steamer. If, by any circumstances that might arise, the excursion will have to be abandoned, then the Association will accept the invitation of Dexter and meet in that city.

Suitable resolutions on the death of President Harding, and other timely subjects, were passed and will be printed in the Friday issue of The Standard.

Ed P. Crowe of Dexter was in Siketon Monday.

Word has been received of the marriage of Miss Eva Jones to Mr. Edmond De Vane of Plant City, August 2nd. Miss Jones is well known in this city and The Standard joins her many friends in wishing her a long and happy married life.

The State Hospital at Farmington is a wonderfully kept institution. These poor unfortunates are fortunate to have such a clean, orderly and humane place to be kept while their ills are looked after by the specialist in nervous disorders. Superintendenta Parker and his able assistants are working wonders with those under their care and all Southeast Missouri should be proud of this institution as now conducted.

SIKESTON STANDARD

C. L. BLANTON, EDITOR

ISSUED TUESDAY AND FRIDAY
AT SIKESTON, MISSOURIEntered at the Postoffice at Sikeston,
Scott County, Missouri, as second-
class mail matter, according to act
of Congress.

Rates:
Display advertising, per single column
inch, net25c
Reading notices, per line10c
Financial Statements for banks, \$6.00
Probate notices, minimum\$5.00
Yearly subscription anywhere in Scott
and adjoining counties\$1.50
Yearly subscription elsewhere in the
United States\$2.00

In company with Messrs. T. A. Wilson and Lehman and Foster the editor of The Standard visited many fields of cotton in Scott and Mississippi Counties Sunday afternoon and must say that it was a pleasure to note the splendid prospect for a bountiful crop of this staple in every section visited. T. A. Wilson has several varieties in the 400 acres he is interested in and it is pronounced second to none in Scott County and T. thought it the best anywhere in the Southeast Missouri until we arrived at the farm of Charles French, 9 miles from Charleston in the Big Lake section. The field visited contained 85 acres, part of it Wannamaker and part of it Trice. The Wannamaker was very growthy and when T. stepped into the field he threw up his hands and said, "I'm beat, but I have the best in Scott County." Some of this field was more than 5 ft. 8 in. in height, was thick on the ground and heavily fruited. It may seem unbelievably but the squares counted on one stalk run between 285 and 300. It is not likely that all of these bolls will set, but bolls already set and fast maturing show that this field will make a record yield. Across on Big Island Mr. French has 210 acres of Trice that he thinks will produce a larger crop. It is worth the time of any man to visit this farm and see this splendid crop as it now stands.

Our heart goes out to our friend and neighbor, G. B. Groer, in his sorrow and worry over the serious illness of his sweetheart and companion of many years. Through life they have passed through pathways strewn with roses of happiness, have entered the shades of worries together and in later life when they could enjoy their lifelong toil in the smiles of their children and grandchildren, comes sickness to cloud their later-day happiness. All other troubles and worries of the past pales into insignificance when a man can but set by and render no aid to the soul of his loved one which may take flight at any time. May the good Lord give comfort to this household in their hour of stress.

While in Farmington S. B. Loebe, wife and daughter, C. H. Denman and daughter, and C. L. Blanton and wife were entertained royally at the home of Mr. and Mrs. Harry Denman, for dinner on Friday. Harry Denman has the usual country editor's family—large, and he has prepared them a home that is spacious and pleasant, and his splendidly equipped newspaper has so prospered that the numerous young Denmans will never miss a meal.

THE ISLAND CITY
OF THE NORTH

Stockholm, Sweden.—More than a thousand miles north of Boston, about 4000 miles east of New York and 150 miles nearer the North Pole than Sitka, Alaska, lies city of islands. It is founded on granite, ground smooth by the glaciers when all Northern Europe was covered with ice, and the rocks upon which it is built are divided by mighty rivers. It has sixty miles of islands between it and one of the greatest salt seas of the world, and behind it is a fresh water lake whose islands by actual count number 1630. The islands in front extend on to the Baltic and they run north and south and eastward to inland, the peninsula which forms the newest and most northerly republic of Europe. In addition, the city has peninsulas bathed by salt water and fresh, making a mass of picturesque scenery created by God and improved by man that has its counterpart nowhere else in the world.

This island city has been given the overworked title, "The Venice of the North." The same name has been tacked on Amsterdam, Bangkok, Siam and Soochow in China, and upon every other municipality that has a dozen or more dinky waterways in it. The city I write of has no river less wide than the Grand Canal at Venice and the streams that roll around it and through it are so broad and so deep that steamers plow their course to its heart. The name of this city is Stockholm, Sweden.

Venice stands on a marsh, Amsterdam rests upon piles which sinking have made its houses lean backward and forward as though they were drunk. Bangkok, made up of the windings of the Menam, has houses which float, and the same is true also of Petrograd which, owing to the lack of care of the Bolshevik Government, is fast sinking back into the morass out of which it rose at the command of Peter the Great. There is no question about the foundation of Stockholm. Its granite base dates back 9000 years to when the great ice sheet melted and left these rocks bare. Therefore the buildings are massive. Those near the water are so heavy they could not exist in any of the half-floating cities here mentioned. The Place of the King is a huge structure of granite. It covers more than three acres, surrounding a court nearly square in its shape. Completed sixteen years before we declared our independence of England, it is reached from the main land by a bridge of seven huge arches of granite, under which deep water flows.

On another island, a pistol shot away, are the houses of Parliament which cost several million dollars. Passing island after island we find one on which is a new City Hall with a high tower surmounted by a Greek temple of copper ending in a great ball of gold, which hangs like a full moon in the sky. Above this golden ball, on a golden staff, stands the three golden crowns that form the coat of arms of the nation.

The City Hall is still building, and when completed it will have cost over \$10,000,000. It is a massive structure of red brick with a roof of bright copper, here and there turned green by the weather. The copper is laid on in plates, each of which represents the patriotic spirit of the citizens.

During the war, when taxes rose and the price of copper went to the skies, the City Council decided that the red metal roof must be abandoned on account of the cost. Thereupon the Stockholmers began to subscribe. Individual after individual put hands pocket and brought out \$6 to buy one of these copper shingles, as we might call the plates which cover the building. Nobody was allowed to give more than one plate, but thousands subscribed, and thus the building was roofed. As a testimonial of appreciation the name of each donor is engraved on the plate paid for by him.

It was in the motor launch of the United States Minister, with the American flag flying at the stern, that I plowed my way through this city of islands. Suppose you sit down beside me and we shall make part of the journey over again. The launch is what is called an Outside Archipelago boat. This means that it is big enough and strong enough to travel the seas, and that one could, if he would, venture across the Baltic to Finland. The launch is about 40 feet long, 10 or more feet in width with a gasoline engine not far from the center. It uses its 60-cent gasoline without a carburetor, and in turn is run by a Swedish engineer.

We start at the Grand Hotel Royal, an immense building facing the quay, and go upstream past the palace. We pass a dozen little steamers in from the Baltic, and under the arches of the granite of the bridge to the island of Staden, just grazing the boat of a fisherman who, by means of a windlass, is casting a net 10 feet in diameter into the water. Scores of men like him may be seen fishing here at any hour of the day. On the right we can see the Royal Opera House where last night we heard Battistini, the successor of Caruso, in "Rigoletto," and beyond is the King's Garden, the chief winter promenade of the capital. Still farther on are the foreign offices, banks and other large structures, while in the rear along narrow streets is the business section with its many stores filled with fine goods.

As we move onward, we go by island after island, each rising from its smooth rock of granite. On some, factories are located, on others warehouses and great lumber yards. On other the military academy, or West one we see the city prison and on another of Sweden, which here faces the water as does our great school on the Hudson. There are private schools on the same island with an athletic ground facing the water, where two-score blue-eyed and light-haired children are playing. We stop and photograph the girls in their "ring-around-the-rosey" and snap the boys who are running back and forth in association football. The children look and act the same as our school children at home, but they are much more polite. Every boy raises his cap when we leave, and as we hug away from the wharf they give us a hearty class yell of rah! rah!! rah!!!

But the real interest in Stockholm is as the capital of Sweden, a country that is older than any other state in Europe. It has been a kingdom for about 1200 years, and it still has a King. The government today is a constitutional monarchy with a Riksdag, or Congress of two chambers. The first has 150 members who are elected by certain town and county councils for terms of eight years, and the second is of 230 members, chosen in general election every four years. Women have the right to vote and there are some in the Riksdag.

Sweden is one of the big countries of Europe. It is not quite equal to France or Germany, and it is small in comparison with Russia, but it is about 300 miles wide and almost as long as from Cleveland to New Orleans. It is about half as large as Great Britain and Ireland and if you could cut it into patches and lay it on the United States, it would cover Pennsylvania, Ohio, Virginia, and New York. It has about as many people as Belgium and more than twice as many as Switzerland.

The latitude of Sweden corresponds largely with that of Alaska. Our "ice-box of the North" goes farther south, but Sweden reaches also into the lands of the Midnight Sun and there is one town, Lulea, from where the railroad starts on its way to Narvik in Norway, which has a summer day twenty-three hours in length.

And still Sweden supports just about 6,000,000 people, who live better than most of the inhabitants of Europe. They have comfortable homes. The houses of the cities are much like those of the United States, and those of the country are frame cottages, which compare favorably with the homes on our farms. The people are famous for their health and longevity. They have more births than deaths and the population is increasing as fast as that of any country of Europe. According to statistics, the Scandinavians live longer, on the average, than any other people of the world. They are a big people. They look like giants compared

with the French and the Belgians and the sawed-off inhabitants of the Balkans and some parts of Poland. As I have already written, they are one of the oldest races and they have the fairest hair, the bluest eyes, the longest skulls and the best lungs of any race on the face of the earth.

The Swedes are a people of culture. The University of Uppsala was founded before Columbus discovered our hemisphere and it has 2500 students today. There are all sorts of schools and academies and a common school education is compulsory. The people of illiteracy is far less than in the United States and you may travel for days and not find a man or child who cannot read and write.

The women are well educated and they have made their mark in literature. Selma Lagerlof is one of the brightest of the women writers of today. One of her stories has been translated into twelve languages, and her fairy story, "The Wonderful Adventures of Nils," which describes the journey of a Swedish boy turned into a pigmy on the back of a wild goose over Sweden, ranks with those of Grimm and Hans Christian Anderson. It is now used as a text book of reading and geography in the primary schools. Miss Lagerlof has been awarded the Nobel Prize for literature, being the only woman among the eighteen immortals who have ever been elected to the Swedish Academy. She is still writing.

The Swedes are a good business people. They know how to make money and save it, although, like us Americans, they are always trying to get something for nothing and oftentimes fail. They are good farmers and they have been manufacturers and traders since long before the days of the Hanseatic League. About half of the population are farmers, and the other half are engaged in manufacturing and in buying and selling. They have very extensive home industries and there are farm villages whose people make tens of thousands of kroner a year by manufacturing baskets, laces and carvings of one kind or another in their houses. Just now, there is a revival of rural industrial art and all kinds of handiwork is taught in the schools. They have one system of education which gives sixty-eight exercises in carpentry for boys from 10 to 14, and they teach weaving, working in iron, and all kinds of embroidery and needle work. There are more workmen in the industries of the country districts than there are in those of the cities and towns.

As to the big industries, the country has a number of manufacturing centers such as Gothenburg and Eskilstuna, where they have been carrying on manufactures for generations. Eskilstuna is the Sheffield of Sweden. It is famous for its knives, razors and locks and has been making them for a hundred and fifty years.

Sweden has glass factories and porcelain factories famous all over the world. There is a match factory at Jonkoping which started making matches about the time we were fighting the Mexican war and is still working; it has now one machine that produces 40,000 boxes of matches an hour. That town is at the head of the match-making industry of the world.

The country makes Diesel engines and ballbearings, and it is rapidly going into electro-chemicals, increasing its output of the latter product by millions of kroner a year. It makes powder, dynamite and munitions and all sorts of woodwork as well as wood pulp and paper. It is one of the great timber countries of the world and ships logs and boards to all parts of North America.

A page of this newspaper might be devoted to the work Sweden has done in her manufacture of fine iron and steel. She has some of the purest ore of the world and the ore still available is said to be more than eleven hundred million tons, which should yield about three-quarters of a billion tons of metallic iron. Some of her ore grades more than 80 per cent and she has great beds of new deposits in the north which are far above the ore values of the best of our iron about Lake Superior. The Swedes have been making iron since the days of the Crusaders and in the eighteenth century they were supplying four-fifths of all the metal used by mankind. At that time the ore came from Central Sweden and it ran 50 or 60 per cent pure. The veins were from 15 to 36 feet in thickness and as a rule about 700 feet long. The ore mining iron in the same region today and it will be long before the ore is exhausted. The smelting was done with charcoal. Today Sweden makes 92 per cent of all the high-grade iron of Europe.

The most important Swedish ore of the future, however, will come from the new mines under the North Pole. Away up above the Arctic Circle in Lapland, they have found beds of iron like those we have about Lake Superior, where the ore is dug out with giant steam shovels. There is one place where it lies on the top of

a mountain. The ore block is more than a hundred yards wide and three miles in length and it runs down under a lake. The percentage of iron in this ore is even higher than that of Central Sweden, much of it running 70 per cent pure. About two years ago they had already taken more than 30,000,000 tons out of some of these mines, and the total deposits are said to equal more than a billion tons.

The railway the Swedes have built to export this iron is farthest north of any on earth. It runs from the port of Lulea, at the head of the Gulf of Bothnia, a long arm of the Baltic, across the Scandinavian Peninsula to Narvik in Norway where, owing to the influence of the ocean currents, the water is open all the year round, although it is farther north than the Arctic coast of Alaska. This road is 300 miles long and one-half of it has been electrified. The part which is now run by electricity goes from the iron mines to the Atlantic and in time the electrification will be extended to the Baltic. The power comes from the Porjus Falls which serve also the iron mines, and they are so great that they can electrify the whole road with plenty to spare. The Porjus plant is one of the giant hydraulic rail stations of the world. It has an 80,000-volt transmission line and it can develop 50,000 horsepower for the greater part of the year. There are other water falls nearby which will yield 180,000 horse-power, and the Lulea River alone, it is said, can develop more than 300,000 turbine horse-power.

Sweden has practically no black coal worth while, but its white coal in energy-producing value is equal to 67,500,000 tons per annum, estimating that it takes ten tons on fuel to produce one horse-power running all the year round. This alone is equal to over one-tenth the annual product of our coal mines. Sweden has available water-powers which approximate 7,000,000 horse-power, of which more than 1,000,000 horse-power belongs to the state. The country is undergoing an extensive hydro-electric development, and plans have been made for its gradual electrification. The southern part, which includes most of the farms, is covered with transmission lines which give power and light to most of the people. The development is now being extended throughout Central Sweden, and later it will go on to the settlements throughout the north.

There are few countries so blessed in water-power as Sweden. The country consists of a plane sloping from the Norwegian plateau down to the Baltic, with streams running across it like the ribs of a leaf. These rivers roll over rocks and can be made to yield water power every few miles. There are tens of thousands of lakes and ponds which serve as basins and the streams can be easily dammed. In South Sweden the biggest power plant is the Trollhattan, which uses the falls of the Gota Alv River which forms the outlet of Lake Wennern. There

are three falls in which the river drops 106 feet and the power production is constant. The Motala River, the outlet of Lake Wetteren, also furnishes a great deal of power and there are hundreds of other water-powers throughout the country.—Frank G. Carpenter.

Mr. Steckle made a report of his find to the Smithsonian Institute and has been requested to discontinue any digging in that locality until the authorities could make a thorough investigation.



Low Excursion Fare
It will pay you to go to the
MISSOURI STATE FAIR

Sedalia, August 18-25, 1923

The educational exhibits will help solve your problems!

You will see Missouri's best live stock, poultry and products!

Mammoth exhibits! Elaborate entertainment!

Low excursion fares granted by the

MISSOURI PACIFIC

in effect from August 17 to August 25, 1923.

The Missouri Pacific Way Will Please!

C. L. STONE, Passenger Traffic Manager
Missouri Pacific Railroad Co., St. Louis, Mo.



Buick for 1924!

Buick again creates a new standard of car comfort, safety, utility and beauty. And Buick again establishes a new dollar for dollar value for quality motor cars.

BUICK MOTOR COMPANY, FLINT, MICH.
Division of General Motors Corporation
Pioneer Builders of Valve-in-Head Motor Cars
Branches in All Principal Cities—Dealers Everywhere

Taylor Implement and Automobile Co.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

Buick Models and Prices

SIXES

Five Passenger Touring..	\$1295
Two Passenger Roadster..	1275
Five Passenger Sedan...	2095
Five Passenger Double Service Sedan.....	1695
Seven Passenger Touring	1565
Seven Passenger Sedan..	2285
Brougham Sedan.....	2235
Four Passenger Coupe...	1995
Three Passenger Sport Roadster.....	1675
Four Passenger Sport Touring.....	1725

FOURS

Five Passenger Touring..	\$ 965
Two Passenger Roadster..	935
Five Passenger Sedan...	1495
Four Passenger Coupe...	1395

Prices f. o. b. Buick Factories;
government tax to be added.
Disc Wheels optional, \$25.00
net additional charge.



Made for each other

Victor records are made for the Victrola, and the Victrola is made to reproduce Victor records. Only through this combination will you obtain what the artist intended you to have when he approved his record, as played on the Victrola.

Come in and find out how much pleasure music can give you. We will gladly play your favorite music for you.

We will put this machine in your home for

\$8.00 per month

Derris, the Druggist



NOTICE

BEGINNING AUGUST 11, 1923

Sellard's Meat Market Andres' Meat Markets

upon closing each Saturday evening

Will Remain Closed Until the Following Monday Morning

Schorle Brothers Bakery

Will Close at 9 A. M. Sunday Morning
and Remain Closed the Rest
of the Day

BY ORDER OF

Business Men's League of Skeston

POLICY OF HIGHWAY COMMISSION IN REGARD TO REFUND TO COUNTIES

It is obvious that under the Centennial Road Law and with the present amount of revenue available the State Highway Commission cannot complete at a very early date the state road system. In anticipation of such a condition, the Centennial Road Law provides for cooperation of the counties and road districts with the State, the State in hastening the completion. As such cooperation will materially aid the State in hastening completion of a state road system, the State Highway Commission adopts the following policy:

Section 33 of the Centennial Road Law provides that where hard surfaced roads, financed in part or in whole by counties or other civil subdivisions, are on the routes of the state highway system, and are suitable in the judgment of the Commission to form a part of such state highway system as established by said law, the Commission will take over such roads and will reimburse said counties or civil subdivisions for the expenditure they have made by building additional roads in said counties or districts connecting with the state system. The value of the roads will be appraised as of January 1, 1923, or date of the acceptance of the road thereafter and an amount proportional to the money invested by the county or civil subdivision in the improvement will be set up as a credit on the books of the State Highway Commission and will so remain until a refund in the form of additional roads been made to such counties or other civil subdivisions equal to the credit for the aforesaid hard surfaced roads, after the present state bond issue system in the respective counties or civil subdivisions is completed.

Therefore, any county or civil subdivision which has built all or any part of its state roads under former laws is entitled to refund in additional roads. Provided, that such road or roads, in the opinion of the State Highway Commission are suitable to be used as a part of the state road system.

The preliminary estimates of the State Highway Department for the apportionment of bond issue funds to the various counties of the State have been made on the basis of the estimated cost of building the roads in the various counties and for types of roads which the State Highway Commission intends to build on the respective routes, disregarding the type of road that has been built by the county or district. Any county or civil subdivision that has built all or any part of its state roads, which can in the judgment of the Commission be utilized as part of the state road system will receive allotments from the sale of state road bonds the same as if such roads had not been built. Therefore any county or civil subdivision that has built all or any portion of its state roads will have its state road system completed at an earlier date than those counties or districts that have not improved any of the state roads and will be entitled to a refund in additional roads connecting with the present state system at an earlier date.

Section 34 of the Centennial Road Law provides that any county or other civil subdivision having funds of its own arising from a road tax or bond issue may expend said funds in the building of the state road system within said county or other civil subdivision.

Therefore, any county or civil subdivision that wishes to build all or a portion of its state primary roads, under the Centennial Road Law, in advance of the Highway Commission's building program, is entitled to requisition state primary money as rapidly as the same is made available from the sale of state road bonds and to the full amount of the cost of building such roads.

Any county or civil subdivision that wishes to improve all or any portion of its state secondary system, under the Centennial Road Law, in advance of the Highway Commission's building program, is entitled to requisition the allotment made to such counties from the sale of state road bonds. The amount of refund to any county or civil subdivision for the work it may do on secondary roads is limited at this time, by the State Highway Commission, to \$6,000 per mile, on account of the limited funds made available under the Centennial Road Law.

All work done by counties or civil subdivisions in the building of primary or secondary roads for the State under the Centennial Road Law must be under the supervision of the State Highway Commission in full compliance with its plans and specifications and in accordance with the program of the said State Highway Commission in its building of the state system. The location of the proposed improvement and the type of pavement must first be submitted to

the Commission for its approval.

In no case will a refund in cash or in additional roads be made for an amount greater than the cost of a road of the type which the State Highway Commission would build. The Commission also reserves the right to specify the installments of bonds from which a cash refund to the county will be made, such action depending upon the importance of the section of the road selected by the county or civil subdivision for improvement bears to the state highway system as a whole.

Accordingly, any county or civil subdivision that wishes to have a state road, whether primary or secondary, built under the Centennial Road Law, at an earlier date than is possible for the State Highway Commission so to do, because of the limited funds that become available each year from the sale of state road bonds, should get in communication with the State Highway Commission so that complete arrangements may be made concerning the desired construction and future refund.

Mo. State Highway Commission
B. H. Piepmeier,
Chief Engineer

Standard \$1.50 per year.

Miss Pauline Graham returned Thursday from Boulder, Colorado, where she has been attending school.

The Skeston base ball team was defeated Saturday at Bloomfield by a score of 3-2. On Sunday they met their second defeat by a score of 2-0.

Mrs. Arthur Hawkins and children and Mrs. Menzo Sauer and children of St. Louis, who have been visiting Mrs. James Wilbur and Mrs. Sterling Jones, returned to their home Monday.

Mr. and Mrs. John Fisher, Mr. and Mrs. Loomis Mayfield, Mr. and Mrs. Randol Wilson and Mr. and Mrs. James Mocabee returned Friday from Doniphan, where they spent the week camping.

Paying cash is always good policy, especially so when you take a very small job to a mechanic and stick around until it is finished. Very often he will lose his nerve and make no charge at all or else let you off for a dime. If you leave the work and order it charged to your account you probably will pay three or four times as much, as you should, for having the nerve to make a man keep books on so trivial a matter.



Low Round Trip Fares

to

Summer Vacationlands

Spend your summer vacation either at the Northern Lakes, the Atlantic Coast Resorts or in the Mountains of the West; round-trip tickets at very low fares are now on sale.

Let me tell you what your railroad and sleeping car tickets will cost; make reservations, and otherwise assist in relieving you of the many details incident to the trip.

W. T. MALONE
Ticket Agent, Frisco Lines
SKESTON, MO.

Miss Lillian Clark, Cleveland, O., has been appointed by the National Bureau of Naturalization to conduct an educational campaign teaching emigrants how to become American citizens.

The Missouri Public Utilities Company has just recently received a big car load of nice long Cedar poles treated with creosote, which they say will help to increase their lives.

These poles are to be used in replacing the old poles now used in the distribution system of Skeston. The work of rebuilding the system is to begin immediately.

A new and revised train service over the Frisco between St. Louis and Memphis, Tenn., and Chaffee, and between St. Louis and Chaffee. According to reports, which seem to be based on actual knowledge, it is planned to run the passenger train that now stops at Hayti daily from Memphis on to Chaffee, making this the terminal for that train. Also it is the intention of the Frisco management to restore the daily train, known as the Chaffee Accommodation, to service, with its terminal here. In addition to this it is intended to make 805 and 806 through fast trains between St. Louis and Memphis, cutting a lot of stops they now make, and thus shortening the time considerably.—Chaffee Signal.

Standard \$1.50 per year.

According to the Postal Guide Mrs. Ellen M. Bolles of Lumberton, N. M., is the oldest woman postmaster in the United States. She is 75 years of age, but still stays up for the late trains so that patrons may have their mail early in the morning.

Appointed to act as "big sister" to the unfortunate women who, for varied reasons, find themselves in the toils of the law, Mrs. Theresa Meikle has been named as Assistant District Attorney in San Francisco. Mrs. Meikle has the distinction of being the first woman to serve as prosecutor in a San Francisco police court.

ALBRITTON & FARRIS

Furniture, Undertaking & Floral Co.

J. B. ALBRITTON
Embalmer

Open Day or Night
Flowers for all Occasions

Day phone 17
Night phones 111 or 518

NEW MADRID COUNTY REAL ESTATE SALES

J. W. Hager and wife to H. H. Hancock, all of Eldorado, Illinois, lot 40 range "A" in the city of Lilbourn, \$850.

H. W. Medler and wife of White Co., Ark., to William Oliver of New Madrid County, lots 5 and 6 in block 6 town of Tallapoosa, \$150.

Frank Moore and wife to Lawrence W. and Bernice M. Smyser, all of Mt. Vernon, Ill., lot 2 of the SW 1-2 of NE 1-4 of Section 9, Twp. 20, Range 11, 19.17 acres, \$100.

Mrs. Ella Graffee of Bexar County, Texas, to Geo. V. Montague of New Madrid, lots in the City of New Madrid, \$100 and other valuable consideration.

H. G. Humphreys to F. O. Porter of New Madrid County, lot 5 in block 1 town of Risco, \$350.

T. A. Porter to F. Q. Porter of Risco, lot 7 in block 1 in Risco, \$400.

F. O. Porter to J. S. Frazier, lots 10 and 11 block 8 Himmelberger-Harrison's 1st addition to Risco, \$100.

Himmelberger-Harrison Lbr. Co. to M. L. Hogg of St. Louis, S 1-2 of SW 1-2 of NE 1-4 of Section 9, Twp. 20, Range 11, 19.17 acres, \$1198.13.

F. B. Gale and wife to G. B. Lucy of Parma to W. H. Bolton of New Madrid County, East 1-2 of lot 3 in block 6 City of Parma, \$250.

Himmelberger-Harrison Lbr. Co. to Mrs. G. O. Sittner of New Madrid Co., lot 2 block 11 in Himmelberger-Harrison Lbr. Co's 2nd addition to Risco, \$50.

C. E. Lindsey and wife to G. M. and Emma Sanders of New Madrid Co., lots 10, 11 and 12 block 35, Cooper's addition to Parma, \$1000.

Leslie Fred Humes and Miss Della Beck, both of Skeston, were married at the courthouse Thursday by Justice

of the Peace D. A. Chiles of Matthews Frank Deane and brother W. H. Deane, and Misses Wally, Marie, Alice and Frankie Deane of Matthews spent Friday in New Madrid.

R. J. Miller of Postageville was transacting business at the county capital Friday.

Mrs. T. H. Davidson of St. Louis arrived last week for a visit with Mr. and Mrs. C. L. Jones.

Mrs. T. F. Henry returned home Thursday from a visit to friends in Natchez, Miss., and to her father, J. C. Smith and brother, W. S. Smith, at Vidalia, La. She was accompanied home by her father for a visit.

Mrs. Mary Hamilton returned home Friday from a visit to relatives in different cities in Indiana.

W. S. Way of Skeston was looking after business matters in New Madrid several days last week.

Mrs. Ambrose Kerr and little daughters, Iren, Mildred and Hazel, returned home Thursday from a visit to relatives and friends in Golconda, Ill. She was accompanied home by Mr. and Mrs. Rawleigh Anderson and two children and Mr. and Mrs. Ray Brashier and Ralph Anderson.

Mrs. Alex C. Waters and A. C. Jr., enroute to her home in Skeston, was the guest of Mr. and Mrs. W. S. Waters of this city last Friday.

City Marshall L. A. Richards returned the latter part of the week from Denver, Colorado. His wife and son will return later.

Mr. and Mrs. John A. Hummel left last week for their annual trip to Denver and other points in Colorado.

Mrs. E. F. Sharp and daughters, Misses Laura Libba, Selma and twins Mabel and Cora of Marston, visited Helen Sharp, who has been a house guest at the home of Mrs. E. E. Reeves, returned with them.

Mr. and Mrs. Charley Meyer were business visitors in Cairo Wednesday.

Mrs. A. E. Sample returned Friday

from a visit to relatives in St. Louis. Coroner D. A. Chiles of Matthews made a business trip to New Madrid Thursday.

Merchant S. Manheimer left Saturday night on a business trip to St. Louis.

Lester Hobbs spent the week end in Jackson.

Mrs. W. D. Guest and daughter are visiting in Cape.

Dr. McClure, who has been on his vacation, returned Sunday.

Pearman Hinkle has begun work with the Skeston Mercantile Co.

The ground was broken Monday morning for the new negro school.

Mr. and Mrs. Joe Bowman and Miss Melvin Bowman left Monday for St. Louis.

Mrs. Lena Long and daughter of Indianapolis, Indiana, are the guests of Mr. and Mrs. C. I. Noble.

Mrs. Estelle DeCant and Carroll Meyer left Sunday for St. Louis to buy their fall lot of clothes.

Mrs. Amos Buchanan, Miss Camille Hill of Matthews and Miss Ellen Hayden were Benton visitors Friday.

Miss Euline Fenwick from Perryville is the guest of Mrs. Chas. Lindley and other friends in Skeston.

Mr. and Mrs. Tom Adams and children of Plant City, Florida, are the guests of Mr. and Mrs. J. D. Peal.

Mr. and Mrs. Peal Clark of Plant City, Florida, arrived Monday for a visit with Mr. and Mrs. J. D. Peal.

Caruthers Anthony arrived Saturday from Fredricktown to visit his brother, Dr. W. A. Anthony, and family.

Mrs. Paul Young, who has been visiting Mrs. Steve Humphrey, left Saturday for her home in Gordonville, Mo.

Mrs. L. D. Searles of South Bend, Indiana, who has been visiting Mrs. Louis Ferrell, left Monday for Marion, Ill.

Miss Catherine Short of Sedalia who has been visiting Miss Catherine Blanton, returned to her home Monday morning.

Miss Daisy Garden, Mrs. Ben Welter and Miss Walpole left Sunday for St. Louis, where they will buy their fall lot of millinery.

Scott County Abstract Co. BENTON - MISSOURI

Compiles Abstracts of Title to Lands and Town Lots in This County

W. H. STUBBLEFIELD, President
H. D. RODGERS, Vice President
HAROLD STUBBLEFIELD, Secretary-Treasurer

Farm loans, long time, low interest rate. Correspondence invited.

COLE FURNITURE CO.

FOR

Furniture Stoves and Ranges

ON EASY PAYMENTS

**Don't Forget We Trade New for Old
Also Pay Cash for Old**

Cole Furniture Co.
Phone 150
Skeston, Mo.

Western Newspaper Union ADVERTISING SERVICE

Ready-to-Set Ads — Ready-to-Use Cuts

For August Is Here

Come and pick out the ads and cuts you want to use in your advertising for the month and we will lay them aside for you, or if you prefer Phone 137 and we will be glad to bring the new issue to you for inspection.

There are a lot of dandy cuts and ideas—and of course it will be first come, first choice, so make it as soon as you can.

The Twice-a-Week Standard

Miss Anita Winchester, Messrs. Ned Tanner, Alfred Tanner of Colton, Calif., Ned Gilbert and Lewis Emory Baker attended a dance in Wycliffe, Ky., Thursday.

DR. H. E. REUBER
Osteopathic Physician
257-258 McCoy Tanner Building
Telephone 132
SIKESTON, MO.

DR. V. D. HUNTER
Osteopath
Trust Company Building
Sikeston, Mo.

HARRY C. BLANTON
Attorney-at-Law
Sikeston, Mo.
Rooms 210-12
Scott Co. Milling Co. Bldg.
Phones: Office 473 Res. 509

RALPH E. BAILEY
Lawyer
McCoy & Tanner Building
Sikeston, Mo.

GRESHAM & MONTGOMERY
Attorneys-at-Law
Trust Company Building
Sikeston, Mo.

B. F. BLANTON
Dentist
Sikeston, Mo.
Office: Dr. Smith's Rooms

C. W. LIMBAUGH
Dentist
Dr. Harrelson's office
McCoy-Tanner Building
Sikeston, Mo.

W. A. ANTHONY
Dentist
Sikeston, Mo.
Phone 530
Office: Scott County Milling Co. Bldg.

C. A. WARD
Agt. MET. LIFE INS. CO.
for monthly Income Ins.
SIKESTON, MO.

DR. C. T. OLD
Veterinary Surgeon
Sikeston, Mo.
Office: J. A. Matthews Wagon Yard
Phone 114, Night, 221

L. B. ADAMS
Veterinarian
Sikeston, Mo.
Office: At Residence, 903 N. Kings-
highway.
Office and residence 444.

CHIROPRACTIC
LEO H. SCHNURBUSCH
Chiropractor
209-211 Scott County Mfg. Co. Bldg.
Hours 2-5 & 7-8 p. m.
Sikeston, Mo.
YOU CAN GET WELL THRU
Chiropractic Adjustments

DR. T. C. MCCLURE
Physician and Surgeon
Rooms 216-217
Scott County Milling Co. Bldg.
Phone 244
Sikeston, Mo.

WALTER HIERS WORKS TWO DAYS AS SODA CLERK

Star Has Hard Time Getting Experience for Comedy Role in "Sixty Cents an Hour."

A search for practical experience for use before a motion picture camera led Walter Hiers, star in Paramount pictures, into some new and unexplored fields of excitement.

In his new comedy, "Sixty Cents an Hour," which will be the feature at the Malone Theatre next Friday, Mr. Hiers performs the duties of a soda fountain clerk. But he had no knowledge of how to mix drinks, which was necessary to the success of the role. At Director Joseph Henaberry's suggestion, Mr. Hiers decided to work behind a real fountain for a few days and acquire a little technical experience.

He managed to persuade the owner of a soda fountain near his home to "give him a job." He was fitted out in a suit of white linen and shown the receptacle in which each flavoring extract would be found.

Mr. Hiers' first attempt to "jerk sodas" were ludicrous. Some of his fancy sundaes resembled Chinese chop suey in appearance, and almost in taste. Economy with his flavoring extracts caused his first few drinks to taste exactly like carbon water.

But the real climax of the day came when Mrs. Hiers, Walter's newly wed wife, returning from town, decided to stop at the corner drug store and have a soda, since she had been through a busy shopping afternoon. Walter had failed to explain to her that he was to seek a little experience so she was surprised and shocked to find her husband, a motion picture star, working as a soda clerk. In his confusion, Mr. Hiers accidentally pressed too hard on the water faucet and thoroughly wet everybody and everything in that end of the store.

AUGUST 24 IS BOOSTER DATE AT STATE FAIR

Greater Missouri Day Program to Be Staged by the Missouri Association—Carl J. Baer to Speak.

On Greater Missouri Day, Friday, August 24, one of the special days of the Missouri State Fair, to be held at Sedalia, August 18 to 25, the Missouri Association will put on a Missouri booster program to "sell Missouri to the 300,000 to 350,000 Missourians that will be present at the exposition.

Carl J. Baer, manager of the service bureau of the St. Louis Chamber of Commerce and chairman of the education and membership campaign of the Missouri Association, will be the principal speaker of the day. He will outline the organization, the plans, the purposes and the scope of work of the Missouri Association.

Headquarters for the association will be established on one of the best locations on the grounds.

J. W. Myers was in Oran Saturday.

WHITE CITY TO SHELTER 20,000 FAIR VISITORS

Motorists Will Find 80-acre Camping Ground for Their Convenience at State Exposition.

White City, an 80-acre tent metropolis with a capacity of 20,000 persons will spring up on the fair grounds at Sedalia during the week of the Missouri State Fair, August 18 to 25, to shelter the great throng that will motor to the exposition.

The temporary inhabitants of this city will miss none of their home conveniences. Electric lights, hot and cold water, every kind of sanitary arrangement, refrigerator and check stand arrangements, police protection and mail delivery will be at their disposal, all free. There will also be a grocery store with free delivery service and a filling station in the city.

Half of the city will be occupied by tents to be rented at small rates, and the other half will be divided into plots to be assigned free of charge to those who bring their own camping equipment.

Miss Helen Harbin spent the week end in Gideon.

Mr. and Mrs. Tom Roberts spent Sunday in Cape.

Harry Blanton left Saturday for Detroit, Michigan.

Sidney Schilling of Gideon was a Sikeston visitor Sunday.

Miss Madeline Richards is home from a visit with New Madrid friends.

Mr. and Mrs. Joe Reddick and Mr. Arnold Reddick motored to Perryville Saturday.

Dr. A. L. Stepp left Sunday for Rochester, Minnesota, to see the Mayo Brothers.

Mr. and Mrs. T. B. Russell and Mr. and Mrs. W. A. Hinchey left Friday for Arcadia.

H. B. Newman, manager of the Missouri Public Utilities Co., was in Sikeston Monday.

Mrs. Margaret Kappus of New Harmon, Indiana, passed through Sikeston Saturday.

Miss Kathryn Butler spent the week end in Cape Girardeau the guest of Miss Eloise Emory.

Mr. and Mrs. C. C. White and Mr. and Mrs. Albert Shields visited in New Madrid Sunday.

Dr. C. C. Presnell and family of Louis spent the week end with Dr. E. W. Presnell and family.

Parker Adams left Sunday for Jackson, Mississippi, where he will join Donald Davis.

Miss Era Dunlap, who has been visiting Mr. and Mrs. F. F. Young returned to St. Louis Sunday.

Through an error in taking items over the phone The Standard in its Friday issue, stated that Mr. and Mrs. John Simler entertained Mr. and Mrs. Chas. Dover. It should have read Mr. and Mrs. Chas. Noble.

MONTHLY REVIEW OF GENERAL BUSINESS CONDITIONS

Reports relative to general business conditions in this district during the past thirty days again reflect considerable irregularity, but on the whole activities were maintained at a pace about equal to that of the similar period immediately preceding with any change in the status being in the direction of slight improvement. As contrasted with last year, business in virtually all lines was distinctly better, especially in point of unfilled orders in books of merchants and manufacturers. Stocks in all positions are in healthy condition, and somewhat more emphasis was noted in the recent policy of both wholesalers and retailers to hold commitments within conservative limits. Manufacturers, save in rare instances, are not making up stocks for which they have not received orders, and their purchasing of raw materials is along extremely conservative lines.

Retail distribution was greatly stimulated by the arrival of hot weather and midyear special sales, response to the latter having been almost universally satisfactory. Summer apparel of all sorts has moved in heavy volume, and purchasing of vacation supplies, seasonal sporting goods, and merchandise for household consumption was considerably larger than during the corresponding period last year. Another large factor in accelerating retail trade has been the large number of price reductions. These reductions have not been general in any one line, but affect scattering articles in a number of classifications. In order to keep their organizations intact, many manufacturers have made concession in prices of their products, which in turn have been passed along to the public by retail establishments.

A general comment with reporting wholesale and jobbing interests is upon the growth of competition during the past two or three months. More intensive effort in the way of salesmanship and service is required to obtain business than was the case earlier in the year. The general trend of finished merchandise is in the direction of easier prices, and there were a number of specific price reductions, applying to important items in textile, iron and steel, grocery and other classifications. Goods are more plentiful and in most lines production has made further progress in catching up with consumption.

While there were some fluctuations in the number of persons employed during the period under review, voluntary idleness continues at a minimum. Temporary closing down of mines and smelters in the lead and zinc fields released a large number of workers, but many of these were absorbed by farms, where wheat harvesting and threshing have been in progress. A feature of the employment situation is the urgent call for common labor, particularly on farm and road building work. From many sections of the South come complaints of a scarcity of farm help, which is ascribed in large measure to the exodus of negro laborers to Northern industrial centers. In several of the larger cities temporary idleness has resulted from strikes and internecine troubles among unions in the building industry. Increased employment is reported by public utility companies, meat packing, retail stores and refrigerating and produce commission interests. Less than the usual seasonal defections from ranks of laborers in the iron and steel plants during the first weeks of July were reported.

More seasonable weather was beneficial to growing crops, and as a whole prospects underwent an improvement during the past six weeks. Belated cultivation was made possible by drying out of fields, and reports from all sections of the district indicate that farmers have made the best possible use of the opportunity to accomplish necessary work. Optimism which the outlook for enlarged yields might have engendered, however, was dispelled in a large measure by the sharp decline in wheat values. The movement of this product was considerably under the corresponding period last year, and where possible farmers are holding their grain for a more favorable market.

The present level of wheat prices is the lowest since the outbreak of the war in 1914. Corn, on the other hand, advanced to a new high record for the year, No. 2 cash corn selling in the St. Louis market at 89c per bushel on July 14, against 86c on June 14, and 64 1-2c on July 15, 1922. Hog prices are still depressed, though showing some recovery from the recent low price. Cotton was lower during the period under review, middling declining from 29c to 27 1-2c per pound in the St. Louis market. The demand for spot cotton was described as dull, and centering in grades which have been to a large extent exhausted.

Traffic of the railroads operating in this district continues to exceed all previous performance for this season. Total loading for all roads of the country during the week of June 30 was 1,021,000 cars, the largest aggregate on record, and making an average for six weeks of nearly 1,000,000 cars. Increases were reported in the farm products, lumber and coal classifications, while merchandise and miscellaneous freight about held their own as compared with the preceding thirty days. Despite the enormous movement of freight, further improvement in the car situation is noted, indicating increased operating efficiency. The St. Louis Terminal Railway Association, which includes in its membership 26 roads operating through this gateway, interchanged 187,035 loads in June, which compares with 207,094 loads in May and 167,610 loads in June, 1922. During the first 9 days of July 51,472 loads were interchanged, against 57,713 loads for the corresponding period in June and 44,704 loads in July, 1922. A sharp gain in passenger traffic was made, amounting to 13 per cent for reporting roads in this district.

The recent hot spell had a tendency to emphasize dullness in the coal market. Householders are purchasing sparingly, dealers reporting less than the average storage in cellars for this season. Continued declines in prices have caused steam users to hold off filling their requirements in the hope of obtaining further concessions later on. A further reduction in production in the Illinois and Arkansas fields took place, and Kentucky producers complain of a dull market for their output. Stocks of bituminous coal in the hands of commercial consumers in the country as a whole are approximately 42,000,000 tons, and with production holding up to 10,500,000 tons per week, little apprehension is felt relative to supplies for the fall and winter. Production of soft coal in the United States during the first 149 working days of 1923, or to July 7, totaled 282,035,000 tons, which compares with 191,528,000 tons during the corresponding period last year and 207,196,000 tons in 1921.

June production of automobiles for the country as a whole, while still considerably in excess of the same month of 1922, showed a slight decrease under the record total of May. The output of passenger cars by manufacturers reporting direct to or thru the Automobile Chamber of Commerce was 337,048 in June against 350,073 in May. Production of trucks in June totaled 39,945 against 42,373 in May. Reports of 230 dealers scattered through the district indicate a

satisfactory business during the final week of June and opening weeks of July. Their sales were 8.4 per cent larger than during the preceding thirty days and 15 per cent in excess of the corresponding period of 1922. Country dealers report heavy replacement sales, and a fair volume of buying by new owners. The call at the moment centers principally in standard cars, and medium and low priced makes. Business in used cars is dull, but the number on the market is less than a year ago, and the buying-in value of secondhand vehicles of approximately 20 per cent less than at this time in 1922. Business in accessories has about kept pace with sales of new cars, but recent price cuts by a number of tire manufacturers has had a tendency to disturb that market, and dealers are purchasing on a hand-to-mouth basis.

Reports relative to collections indicate a very "spotted" situation. Efficiency in the wheat belt is notably under that of other sections of the district. Wholesalers in the large centers report that they are getting their money promptly, especially from the South. In the tobacco areas further payments to growers by the cooperative associations have resulted in satisfactory liquidation of debts. Answers to questionnaires addressed to 400 representative interests in all lines throughout the district show the following results: 1 per cent excellent, 42 per cent good, 54 per cent fair and 3 per cent poor.

Commercial failures in the Eighth Federal Reserve District during June, according to Dun's, numbered 68, involving liabilities of \$2,450,239 against 63 defaults with liabilities of \$760,293 in May and 125 failures with indebtedness of \$1,525,233 in June, 1922. The per capita circulation of the United States on July 1 was \$42.51, against \$42.34 on June 1 and \$39.86 on July 1, 1922.

Paul Slinkard spent the week end in Sikeston.

Dr. and Mrs. V. D. Hunter and family expect to leave Monday for Litchfield, Kentucky, where they will make their home.

Miss Virginia Matthews has as dinner guests at the Hotel Marshall Friday Misses Francoise Black, Helen Welsh, Mary Ethel Prow, Mildred and Melyn Bowman, Mary and Catherine Blanton, Catherine Short of Sedalia, Honora Bailey, Lillian Kendall, Addie Dover and Clara Lindley.

THE I. W. W. AND THE FARMERS

From the Milwaukee Sentinel.

Now that he has been elected United States Senator by the farmers, Magnus Johnson of Minnesota announces that he will work to bring the farmer, the laborer and the business man together. This is a laudable enterprise. As far as the labor element is concerned, Mr. Johnson will do well to start work at once. The laborers in the agricultural states threaten to revolt against the farmers. The I. W. W. has decided that it is a good time to call a strike of harvest hands. The reds have been busy organizing the farm workers in the Dakotas, Montana and Minnesota, and while Magnus Johnson was touring his state declaiming against the "oppressors" of the downtrodden farmer the farm hands have been listening to I. W. W. denunciations of the farmer as an oppressor of labor. "We have no sympathy with the farmer," says the I. W. W. secretary at Minneapolis. "He hires men as cheap as he can and drives them at top speed." So the stage is set for a strike against the farmers. A wage scale of \$5 a day will be demanded and the I. W. W. boast that they have organized 80 per cent of the farmers' employees. The "wobblies" always combine politics with agitation, and if the strike is called it will be for the ostensible purpose of demanding freedom for "political prisoners." There is a splendid opportunity for Mr. Johnson to bring the farmer and the laborer together. Magnus thinks he is radical, but he is a hateful reactionary in the eyes of the real radicals.

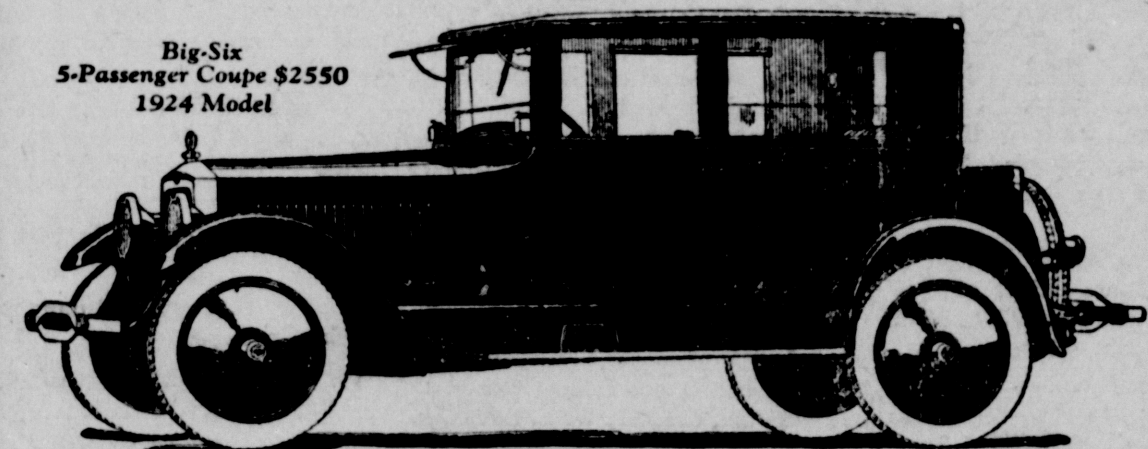
Charlie Blanton was in Poplar Bluff on business Friday.

Misses Francoise and Hilman Black entertained Friday evening complimentary to Miss Irene Pehling of Poplar Bluff.

Mrs. C. D. Matthews, Mrs. Alfred Sikes, Miss Virginia Matthews, Miss Helen Harbin spent Thursday in Cape Girardeau.

Mrs. G. L. Dover and children of New York, who have been visiting Mr. and Mrs. J. E. Dover and family, left Saturday.

Mr. and Mrs. A. Sellards, Miss Effie Sellards, Mrs. John Reiss and daughters Lillian and Audrey left Friday for a few weeks visit in Doe Run, Mo.



**1924 Models Are the Finest
Big-Sixes Studebaker Ever Built**

The enthusiasm with which the new 1924 model Studebaker cars have been received locally is an indication of the reception they have enjoyed throughout the country.

No wonder. They are emphatically the most compelling values Studebaker ever offered and the public knows that Studebaker has been a consistent leader, year after year, in the amount of intrinsic value per dollar invested.

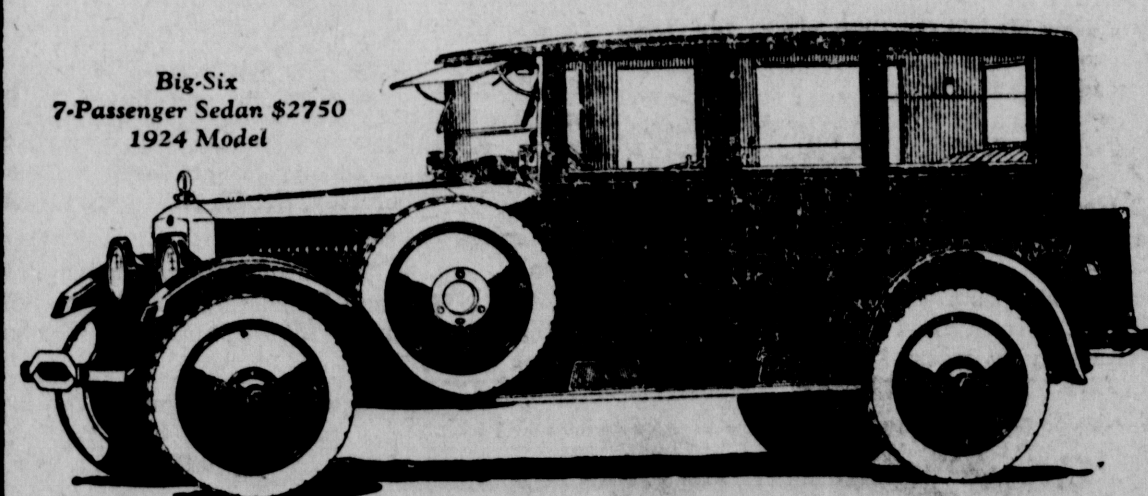
The Big-Six Sedan and the Coupe are the finest cars that have ever borne the name Studebaker. They provide all the performance, all the comfort, and all the dependability that any car will give—at a price that smaller producers cannot approach.

Everything for which one can wish in motoring convenience, comfort and utility has been provided—even to the extra disc wheel with tire, tube and tire cover (two on Sedan); handsome nickel-plated bumpers, front and rear; large, roomy trunk; automatic gasoline signal, and many other features. There is nothing more to buy.

The prices of the Sedan and Coupe are moderate because of Studebaker's large production, vast physical and financial resources, the manufacture of all vital parts in Studebaker plants, and the accumulation of experience and prestige gained through 71 years of building quality vehicles.

1924 MODELS AND PRICES—f.o.b. factory					
LIGHT-SIX		SPECIAL-SIX		BIG-SIX	
5-Door, 112" W. B., 40 H.P.	5-Door, 112" W. B., 40 H.P.	5-Door, 112" W. B., 50 H.P.	5-Door, 112" W. B., 50 H.P.	7-Door, 126" W. B., 60 H.P.	7-Door, 126" W. B., 60 H.P.
Touring.....	\$995	Touring.....	\$1350	Touring.....	\$1750
Roadster (5-Door).....	915	Roadster (5-Door).....	1225	Roadster (5-Door).....	1635
Coupe Roadster (5-Door).....	1225	Coupe (5-Door).....	1975	Coupe (5-Door).....	2550
Sedan.....	1550	Sedan.....	2050	Sedan.....	2750

Terms to Meet Your Convenience



**Big-Six
7-Door Sedan \$2750
1924 Model**

Phone 192 **H. C. YOUNG** Phone 395

THIS IS A STUDEBAKER YEAR

POWER & COMFORT



"I WISH WE HAD A CAR"

As the various members of our families have observed the continued pleasure that our more fortunate friends and neighbors have gained from the ownership and use of an automobile--the contribution that a car has made to their health, happiness and contentment, how often have we heard the wish expressed above. And how hopefully have we looked forward to the day when we could have an automobile of our own. It seemed though that it was to be a day in the dim hazy future--an all but impossible attainment.

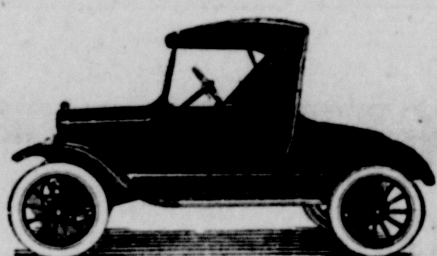
IT IS DIFFERENT NOW

The time has come when the ownership of a new Ford automobile, the Universal Car, is now within the almost immediate reach of every family. Since the construction of his first automobile, it has been the ambition of Henry Ford to build a car for the multitude. The problem was to provide a plan whereby the family of modest means could procure a car without hardship, and that problem has been solved through the medium of the

Ford Weekly Purchase Plan

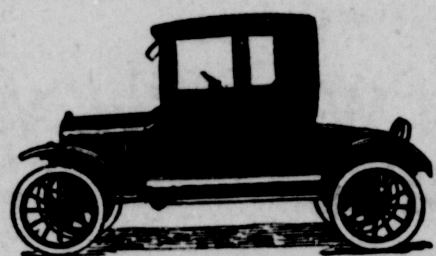
YOU CAN HAVE YOUR CAR IN TWENTY WEEKS

By this plan you can select your Ford car from us, choosing the style of car you desire, make a small down payment, set aside a small amount each week as shown by the schedule printed below and in twenty short weeks drive the car away.



FORD RUNABOUT

Two-passenger. May be purchased either with or without Ford Starting and Lighting System, and with or without Demountable Rims.



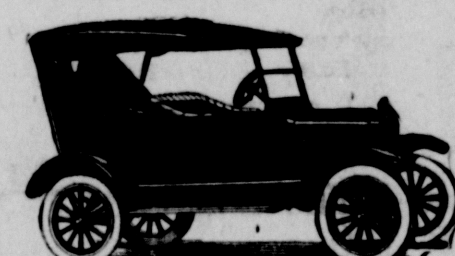
FORD COUPE

Two-passenger standard equipment includes Ford Starting and Lighting System, Demountable Rims, Non-Skid tires all around, extra rim and tire carrier.

Here is a schedule of prices and the payments required. Car is delivered to you after twenty deposits:

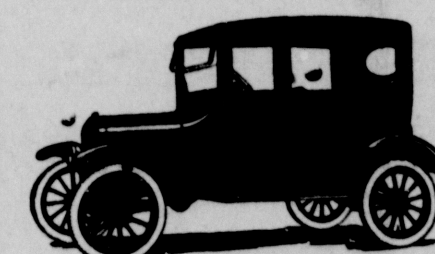
	Delivered Price	Weekly Deposit
RUNABOUT without starter	\$326.26	\$5.10
RUNABOUT with starter	399.06	5.70
RUNABOUT with starter and dem.	425.06	6.20
TOURING without starter	356.42	5.55
TOURING with starter	429.22	6.10
TOURING with starter and dem.	455.22	6.60
COUPE	597.70	9.00
SEDAN — two-door	665.30	10.00
SEDAN — four-door	800.50	13.00

Above prices include price of car, freight, government tax, necessary oil and grease and a full tank of gasoline.



FORD TOURING CAR

Five - passenger. May be purchased either with or without Ford Starting and Lighting System, and with or without Demountable Rims.



FORD SEDAN

Two - door Five - Passenger. Standard equipment includes Ford Starting and Lighting System, Demountable Rims, Non-Skid tires all around, extra rim and tire carrier.

FOUR-DOOR SEDAN

Five-Passenger. Standard equipment includes Ford Starting and Lighting System, Demountable Rims, Non-Skid tires all around, extra rim and tire carrier.

NO CHANCE TO LOSE

Every dollar deposited with us to apply on the purchase price of a new car will be deposited in any bank you may designate IN YOUR OWN NAME, until delivery of the car is made to you. If sickness should come or something unforeseen transpire which might cause you to lapse your payments, you have lost nothing. Your money is deposited to your credit subject to your order.

A FINE CHRISTMAS PRESENT

Nothing could be finer or would bring a better thrill of appreciation to every member of the

family than a handsome, new Ford automobile next Christmas morning. And if you make your initial payment now and continue the small payments each week, your car will be ready to be delivered for a family Christmas present. Or let each member of the family to help. Mother can apply a little each week from the eggs and butter. Brother can chip in with a day's work. Sister can help with a few dimes now and then. Make it a family enterprise by letting each individual enjoy the proud feeling of ownership. START TODAY, USE THE ATTACHED COUPON, AND BEFORE YOU REALIZE IT YOU WILL HAVE A CAR OF YOUR OWN. We will be pleased to furnish any further information, upon request.

Stubbs-Greer Motor Co., Sikeston, Mo.

STUBBS-GREER MOTOR CO. Sikeston, Missouri

Reserve for me a Ford _____ give type of car wanted _____
at your published price of \$ _____ including all delivery charges. I herewith enclose the first deposit of \$ _____
and will continue weekly deposits of \$ _____ with the understanding that car is to be delivered to me after 20 payments are made. All money sent to you is to be deposited to my credit in the _____
name of bank _____
SIGNED _____
Postoffice _____

FORD SALES PASS THE HALF MILLION MARK IN 120 DAYS

More than half a million Ford Cars and Trucks sold in 120 days.

That is the astonishing record just established by the Ford Motor Co., eclipsing all previous sales figures and emphasizing more strongly than ever the right of the Ford to the title, "The Universal Car."

From January 1 to May 1, sales of Ford Cars and Trucks in the United States reached the enormous total of 561,544, nearly twice the number sold at retail during the same period a year ago when the total was 288,782. Even with its high production facilities, now operating on a schedule of in excess of 6,500 Cars and Trucks a day, the company is unable to keep up with the unprecedented demand.

April set a new sales record for the month, just as has every other month this year, and was the thirteenth consecutive month in which sales have been run over the 100,000 mark.

Sales during April totaled 165,582 Ford Cars and Trucks, 50,000 more than were delivered in the same month last year when 115,282 retail deliveries were made.

New production records were established by the Ford Motor Company for the week ending May 8, during which a total of 39,053 Cars and Trucks were turned out for domestic use, according to announcement by the Ford News. This exceeds by 192 the previous high record set the week before.

Daily production records went to a new high mark Friday, May 4, when 6,590 Cars and Trucks were assembled, beating the record of 6,573 established on Tuesday, April 17th.

Fordson Tractor production for the week ending Tuesday was 2,578.

During the same week the Lincoln division of the Ford Motor Company produced 176 Lincoln Cars.

A single pair of sparrows and a nest of young ones are said to consume about 3000 insects a week.

Ski skaters have the largest hearts, while boxers have smaller hearts than the average person, recent examination of 171 sportsmen shows.

Radium will make a real diamond sparkle in the dark, while it has no effect on an imitation.

The holothurian, or sea-slug, is a snail-like creature, which can throw off its organs when frightened and replace them all within a few weeks.

English women candidates for public office have the advantage as compared with American women of being able to choose their constituencies.

Forty-nine per cent of the native white population and 62 per cent of the foreign born population of this country are below the average mental-ity.

COTTON-PICKING BY SUCTION

The method that has been so successful in removing dirt from walls, floors and hangings is now to be employed to gather cotton in the fields, we learn from America at Work (St. Louis). The vacuum harvester, which literally sucks the cotton-fibre from the boll, has now made good in actual operation, we are told by this paper. The editor reminds his readers that in January last he said: "No machine has been perfected for picking cotton successfully. The reason is that the cotton-boll exudes a gum which quickly clogs and disables the machines which have been produced so far." This does not apply, he now assures us, to the vacuum machine. Here is his analysis of the problem and its solution:

"First, cotton must be picked from out of the middle of something; the long white fibres must be taken out from their nest in a circle of dried sepals. Second, cotton must be taken from a variety of positions, ranging from several inches off the ground, as in some districts of South Carolina. Third, the inventor is barred from destroying the cotton plant, as the long harvesting season means not one harvesting, but three, for the bottom, middle and top crops. As the reader will guess or already knows the bottom bolls of the cotton plant mature first and must be picked while ripe.

"Up until the present time cotton-harvesters have been such a pronounced failure that any cotton-man will treat with great skepticism the announcements of a successful cotton picker. The old joke that the Republican party is indispensable to the South, because, as one Southerner said, without it they could not get the cotton crop picked, expresses the wide-spread feeling that hand-picking by negroes is the only way to get the crop in.

"With this machine, as when the negro moves slowly through the cotton field dragging a dusty sack of cotton, the human eye directs the human hand in picking the cotton. The chief difficulty with former machines was, as we have said, that the gummy exudations of the cotton-boll clogged the intricate parts of the apparatus used to pick it. Now all this is done away with very simply by arranging that the cotton shall never reach the moving parts of the machine. The machine exhibits two big sheet-steel tanks, on the inside of each of which is a cotton-sack some twelve feet long with its mouth held open. A delivery tube enters the mouth of the sack. From this delivery tube leads a flexible rubber hose, no the end of which is a nozzle of a little less than one inch in diameter. A centrifugal pump exhausts the air from the tank. Now open the nozzle of the flexible rubber tube, and a powerful blast of air rushes into it. Approach the nozzle to a cotton-boll and the extremely light cotton is caught by the inrush of air and 'jerked hence' in a manner so unbelievably swift that it looks like magic. The dried leaves of the cotton-boll, being relatively heavier than the cotton and offering less of what you might call sail surface to the in-rushing wind, are left on the plant. The cotton speeds through the tubes at such a rate that if part of the tube be led through a glass vessel all you see in the glass vessel is a faint white streak. Once inside the sheet-steel tank the cotton is 'strained' out of the air current by the bag and the air passes through the pump.

The whole apparatus rides on top of a Fordson tractor, of which there are 100,000 in the South, and to which it may be attached without any modification whatsoever of the tractor. An interesting feature of the picking tubes is the attachment to the nozzle of a spring valve, so that if it drops out of the hands of the picker by accident, the air stream is automatically closed and the hose will not pick up dirt from the ground.

"In actual operation the air pump is put on only one tank at a time, admitting of the removal of the bur-lap sack from the other tank. Six pickers work at once, constituting the crew of the machine. Each picker wears a belt, to which is hung the vacuum tube of the harvester. The tube forks in the back and smaller tubes lead to two nozzles, so that the once. The air lines lie along the rows operator works with both hands at and so do not break down the cotton. When a cotton-sack on the interior of one of the tanks is full, the white cotton is seen banded up against the little window of the tank. The operator then switches the pump to the other tank and removes the full sack. The new machine speeds up the individual picker about six times, or, in other words, whereas 2,100,000 people had to work 100 days to pick the 1920 cotton crop, if the new machine attained medium distribution the same work could be done in the same time by 350,000 people.

"In actual operation in cotton fields near Wichita Falls, Texas, in 1922, the harvester picked cotton at the

rate of 80 pounds per hour per man, and the clearness resulting from its being sacked in the machine instead of being dragged over the ground induced cotton buyers to offer two cents more per pound for the vacuum picked cotton. At English, Arkansas, it picked cotton which had been rained and stormed on until the bolls were rotten, with the greatest ease. The estimated speed of the machine is three bales of cotton per day with six trained workmen."—Literary Digest.

Mrs. W. Ezell of Success, Arkansas, passed through Sikeston Saturday enroute to her home.

FACTS ABOUT MISSOURI

Missouri is third in small fruit acreage (1919).

Missouri is fourth in total number of purebred hogs.

Missouri stands first in walnut logs and walnut lumber.

Missouri is sixth in total number of purebred cattle.

Missouri is second in total number of farms operated by their owners.

Missouri stands third among all the states in the number of purebred Jersey cattle owners.

Missouri is seventh in rural population, a decrease of 4.1 per cent in the ten years ending with 1919.—From a

forthcoming bulletin by Jewell Mayes to be issued by the Missouri State Board of Agriculture.

Sheriff Kirkindall was in Sikeston Thursday.

In 1860 there were 5,000,000 buffalo in America, and in 1903 there were only 1,753. Now there are more than 10,000 of these animals.

Western wood pewee are the warmest blooded of our birds, the average temperature for both sexes of this species being 110.2 degrees.

At present no protection is given to the whales, and these largest of all the earth's mammals often are killed while nursing their young.

BEE ASSOCIATION TO MEET

The Missouri State Bee-Keepers Association is called to hold its annual meeting and election of officers at the State Fair in Sedalia on August 23rd and 24th.

Little Miss Catherine Byreans left Saturday for Oran.

Mrs. C. H. Swanagon of Kennett, who has been visiting here, left Saturday for Oran.

Charley Blanton of the Sikeston Standard must be awful busy with job work, for we fail to find but few of his "keen shots" in the editorial columns lately.—Charleston Times.

Your Red Crown Guarantee

When you see a Red Crown Sign—no matter where—you may be sure that only Red Crown Gasoline flows from that particular pump.

The Standard Oil Company (Indiana) is very proud of the quality and uniformity of Red Crown Gasoline.

Red Crown has won its way against the field. The man at home uses it and the tourist demands it.

Red Crown Gasoline Everywhere and Everywhere the Same

Its starts instantly; it enables your car to get away quickly; to pick up smoothly without effort; it delivers to your rear wheels all the power your engine can develop—and tremendous speed, for Red Crown is fast gas.

Look for the Red Crown Sign.

Buy Red Crown

At the following Standard Oil Service Station: Front and Goddard

And the following Filling Stations and Garages:

Stubbs Greer Motor Co., Kingshighway and E. Malone St.
J. W. Emery, Matthews, Mo.
Morehouse Drug Co., Morehouse, Mo.
Marshall Land Co., Blodgett, Mo.
Sikeston Oil Co., Kingshighway & Tudor St.
Alsop Garage, Matthews, Mo.
Superior Garage, Morehouse, Mo.
Walton Motor Co., Blodgett, Mo.

Standard Oil Company (Indiana)



Sikeston, Mo.

Get Your Tickets On The 4-AUTOMOBILES-4

JUST TRADE WITH US

Make your purchases from us and we will give you an automobile ticket with every dollar purchase or with every dollar paid on account. Why not take advantage of this offer? It costs you nothing and you may be the possessor of one of these four cars.

ONE EACH DAY			
WEDNESDAY Sept. 12	THURSDAY Sept. 13	FRIDAY Sept. 14	SATURDAY Sept. 15

ASK FOR THE TICKETS THEY ARE FREE TO YOU

At Sikeston

ANDRES MEAT MARKET.
BAKER-BOWMAN HARDWARE CO.
THE BIJOU.
I. BECKER.
BUCKNER-RAGSDALE CO.
CITIZENS STORE COMPANY.
ALF CARR.
THE CASH GROCERY.
DUDLEY'S CONFECTIONERY.
DECKER & KELLER.
DEMPSTER FURN. & UND. CO.
ENERGY COAL CO.
ELITE HAT SHOP.
FARMERS DRY GOODS & CLO. COMPANY.
FARMERS SUPPLY CO.
DAISY I. GARDEN.
S. B. HARDWICK MERC. CO.,
Bertrand and Sikeston.

H. & H. GROCERY.
HOTEL MARSHALL.
M. E. MARTIN.
THE SIKESTON HERALD.
JOHNSON & JOHNSON.
LEHMAN-FOSTER CLO. CO.
H. LAMPERT.
MCKNIGHT-KEATON GROC. CO.
PITMAN'S TAILOR SHOP.
PINNELL STORE COMPANY.
RUSSELL BROTHERS.
E. C. ROBINSON LUMBER CO.
SIKESTON MERCANTILE CO.
SCHORLE BROS. BAKING CO.
SIKESTON GROCERY COMPANY.
SELLARDS MEAT MARKET.
STUBBS-GREER MOTOR CO.
SIKESTON CLEANING CO.
SANITARY BARBER SHOP.
THE SIKESTON STANDARD.
SIKESTON ELECTRIC LAUNDRY

S. N. SHEPHERD
TAYLOR IMPLEMENT & AUTO COMPANY.
YOUNG'S LUMBER YARD.
C. H. YANSON.

The following firms give one ticket with each 50c purchase or payment on account:
DERRIS, THE DRUGGIST.
EAGLE DRUG STORE.
HESS & COMPANY.

AT CANALOU
MILLER & LANPHER.
WALTER MOORE.
P. L. McLAURIN.

AT KEWANEE
McGEE-HETLAGE CO

Watch For and Trade With the Stores Who Give You Tickets On These Automobiles.

The four Musical Lunds comprise a mixed quartette of distinguished instrumentalists who render a splendid repertoire of selections of all kinds of brass instruments and xylophones in a spectacular musical offering which is gorgeously gowned, prettily staged and ably presented under the title of "A Refined Musical Diversion."

From this introduction it can be readily surmised that this troupe of artists are accomplished musicians, and they are, not only because of the number and variety of instruments they play, but particularly for the wonderful ability, precision and artistry that characterize their work as musicians. Patrons of vaudeville have the pleasurable enjoyment of seeing and hearing many kinds of acts, but it is safe to presume that with one or two exceptions, and then because these exceptions contained more numbers, no act of a similar nature can compare with the four Musical Lunds as regards technique of brass instruments.

ONE OF THE FREE ATTRACTIONS AT THE S. E. MISSOURI DISTRICT FAIR, SEPTEMBER 12, 13, 14, 15, 1923

S. E. Missouri District Fair

SIKESTON, MISSOURI

September 12, 13, 14, 15, 1923